

BRIDGE REPLACEMENT - MONDAK BRIDGE
WILLIAMS AND MCKENZIE COUNTIES, NORTH DAKOTA

OR

ROOSEVELT AND RICHLAND COUNTIES, MONTANA

MONTANA PROJECT NO. TQS-469-1(1)2

NORTH DAKOTA PROJECT NO. BRS-7-058()007

FINAL

ENVIRONMENTAL IMPACT STATEMENT
US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

AND

NORTH DAKOTA STATE HIGHWAY DEPARTMENT
MONTANA DEPARTMENT OF HIGHWAYS



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This action complies with Executive Order 11988, Flood Plain Management
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October 25, 1982
Date

Ray Zink, Chief Engineer
North Dakota State Highway Department

signing in behalf of and for the
Chief Engineer

October 22, 1982
Date

Don M. Harriott, Administrator, Eng. Division
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NOVEMBER 22, 1982
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The proposed project entails the construction of a structure crossing the Missouri River in Williams and McKenzie Counties in North Dakota. Five other structure locations were considered (four in North Dakota and one in Roosevelt and Richland Counties in Montana). Also considered was the rehabilitation of the existing structure and the surfacing of the existing approaches.

The "No Action" alternate was also considered.

Alternate D is the selected alternate.

SEP 30 1992

Summary of Commitments

The following is a list of commitments made by the North Dakota State Highway Department to minimize the adverse environmental impacts caused by this project.

1. The Contractor will be required to conduct his activities in such a manner as to comply with the Air Pollution Control Regulations of the State of North Dakota. Water will be used to control dust on the construction site and also on any haul roads.
2. The Contractor will be required to comply with the North Dakota State Highway Department's Standard Specifications and any Special Provisions that are considered necessary to adequately control erosion. The specifications will provide for limited areas to be open for excavation at one time, construction of berms, dikes, dams, sediment basins and the use of mulches, grasses and slope drains. Permanent erosion control features include replacing topsoil and seeding the entire construction area, with the exception of the roadway surfaces, to facilitate the establishment of vegetation. Some areas may be sodded as an erosion control measure.
3. The construction area will be seeded with grass species that will benefit area wildlife as well as provide adequate erosion protection. The species used and the seeding details will be coordinated with specialists from the Soil Conservation Service, State Game and Fish Department and U.S. Fish and Wildlife Service.
4. The existing drainage patterns will be maintained as much as possible. After the construction plans are completed, personnel from the Highway Department will be contacting those landowners from whom right of way will be purchased. If the

landowners have any questions concerning drainage adjacent to their land it will be explained to them at that time.

5. Relocation assistance will be provided for the residences that will have to be moved as a result of this project.
6. If any scientific or historical information is encountered after construction is in progress, the Highway Department will immediately notify the Historical Society and efforts will be made to protect the material until it has been examined by an archaeologist from the Historical Society.
7. If future activities should result in the discovery of any cultural resources that are eligible for inclusion in the National Register of Historic Places this will require compliance with Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation "Procedures for the Protection of Historic and Cultural Properties" (36, CFR, Part 800).
8. The Adverse Effect to the Fort Union National Historic Site and the Fort Buford State Historic Site will be mitigated in accordance with the Memorandum of Agreement with the Advisory Council on Historic Preservation that is contained in Appendix III of this document.

SUMMARY

- 1) The proposed project entails the construction of a structure crossing the Missouri River in Williams and McKenzie Counties in North Dakota. The approach roads would connect ND Highway #58 with ND Highway #1804 in North Dakota.

This project will require the following federal actions:

- a) Section 404 and Section 10 permits from the Army Corps of Engineers.
 - b) License to cross an irrigation facility from the Water and Power Resource Service.
 - c) Historic Preservation clearance.
- 2) Six alternate structure locations (five in North Dakota and one in Montana) were considered. Also proposed was the rehabilitation of the existing structure and the surfacing of the existing approaches. The "Do Nothing" alternate was also considered. Alternate D in North Dakota is the selected alternate.
 - 3) Environmental Impacts
The principal environmental impacts will be cultural resources and to destruction of floodplain habitat and prime farmland.
 - 4) The main areas of controversy will be generated by the taking of prime farmland and the impacts of the project on cultural resources.

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PURPOSE AND NEED

This report discusses the proposed construction of a new highway crossing of the Missouri River near the Montana - North Dakota border southwest of Williston, North Dakota and Southeast of Bainville, Montana.

The existing structure known locally as the Snowden Bridge was built in 1913 by the Great Northern Railroad and is now owned by the Burlington Northern Railroad. It is the only crossing of the Missouri River between Culbertson, Montana, and Williston, ND, a distance of over 40 miles. (See figure 4 for a more detailed representation of mileage.) The structure is presently utilized by both vehicle and train traffic.

The clear roadway is less than 15 feet which provides for one-way traffic only. The restricted width and clearance of the existing structure does not allow the large vehicles associated with the area's rapidly expanding oil industry to use this structure; nor does it provide service for large agricultural equipment. Therefore, the Snowden Bridge is a barrier to travel for daily business of these two local industries.

The plank deck has deteriorated to a point where there are numerous holes, spikes protruding, and a few timbers have dry rot. The guardrail on the structure is substandard and would not prevent a vehicle from plunging into the river in the event of an accident.

The approach roads to the Snowden Bridge are extremely poor. There is little or no binder in the gravel surface and the roadway is rutted and washboarded. Because of the lack of binder, the road quickly deteriorates after any maintenance is done. Many heavy farm and oil trucks must use the route and they quickly tear the road up.

The approach alignment at the Snowden Bridge is very poor. The approaches are much lower than the bridge elevation causing zero visibility until you are actually on the bridge. Signals have been installed on both ends of the bridge to keep vehicles from colliding on the structure with either another car or a train. The trains go only 10 MPH and there are only two trains per day on the structure. One problem is that the signals are rarely obeyed by local residents. Often motorists disregard the signals and start across the structure hoping to get across before a car starts on the opposite side.

The structure appears to be very dangerous, but there have been very few reported accidents. The fact that Montana has only received two accident reports in recent years can probably be attributed to the fact that the structure is so dangerous that it is safe. That is, drivers are much more careful than they would normally be when crossing the bridge. Table 1 outlines the two reported accidents.

<u>Number</u>	<u>Accident Rate</u>	<u>Date</u>	<u>Severity</u>	<u>Collision Type</u>
2	12.2	2/21/78	No Injury	Sideswipe
		1/08/79	No Injury	Head On

The Montana Department of Highways reported that the accident rate on a weighted annual average daily traffic count of 98 vehicles (existing traffic for the accident data base), is 12.2 accidents per million vehicle miles driven. The statewide Montana accident rate for secondary highways is 3.06 accidents per million vehicles miles driven. The North Dakota rate is 1.734.

As previously stated the bridge is currently owned by Burlington Northern Railroad. The company has allowed vehicle traffic on the bridge since 1925. However, no written agreement currently exists and the railroad could attempt to close the bridge to forbid vehicle traffic at anytime.

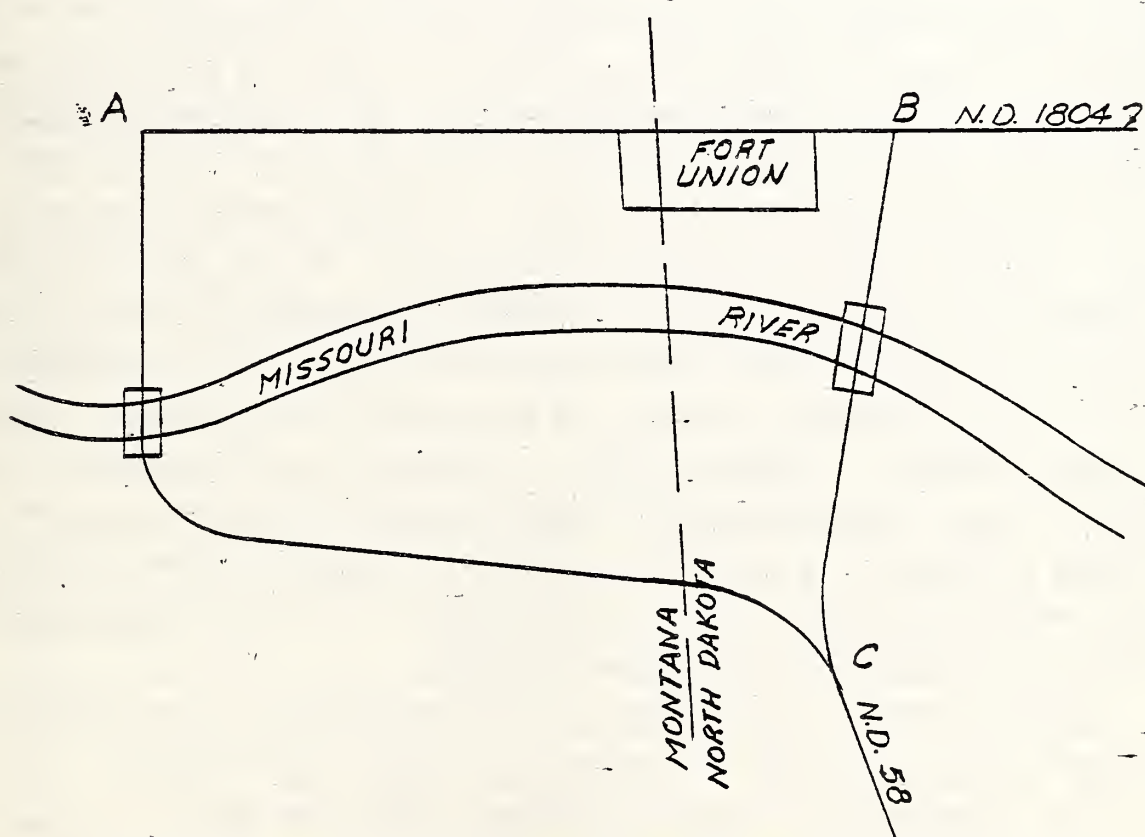
The following tabulation shows the present Average Daily Traffic Volumes (ADT) and the expected ADT in the year 2004.

<u>Present ADT</u>	<u>20 Year Forecast ADT</u>
255	440

The above traffic is that which would be crossing the river. The traffic crossing the river can be further broken down into vehicles having origin destination north of the river either in Montana or North Dakota

<u>Origin Destination</u>	<u>Present ADT</u>	<u>20 Year Forecast ADT</u>
ND	145	250
Montana	110	190
Total	255	440

Lengths of travel are dependent on where the traffic is destined and location of the river crossing. The North Dakota alternates are located in a common corridor with no substantial difference in travel length between proposed ND 1804 and existing ND 58. Using an average length for the North Dakota alternates the lengths of travel can be determined from the following diagram.



Using the above it can be seen that the North Dakota alternate (BC=3 miles) would save North Dakota destined traffic about 6.4 miles over the Montana alternate (BAC = 9.4 miles).

The Montana alterante (AC = 6.2 miles) would require Montana destined traffic about an equal number of miles as the North Dakota alternate (ABC = 6.2 miles).

A road user cost study was conducted for this project. The study based on a recent traffic count taken October of 1980. Automobile operating costs were for a compact auto, truck operating costs were taken from a 1975 12-Kip Truck running cost study contained in an AASHO* text, these costs were then updated. Roadway maintenance costs were calculated for all alternates. The factors used were \$867 per year per mile for gravel roads and \$1,934 per year per mile for paved roads.** An interest rate was not used in the calculations, because the operational costs and construction costs (introduced later for comparison purposes) are based on present values.

The study revealed a yearly user cost for the Montana alternate to be \$227,395 and \$144,175 for the North Dakota alternate. A separate study was not conducted for the Do Nothing alternate. However, the principal difference between the Montana alternate and the Do Nothing alternate (for the study) is the existing gravel approaches. Information developed in the energy analysis indicates that vehicle operation and maintenance energy would increase 75% and 100% respectively for vehicles operated on gravel roads. Therefore, it is assumed that user costs would also increase proportionally, and would be about \$409,311 per year for the Do Nothing alternate. The yearly cost savings comparing the Do Nothing alternate to the Montana alternate would be \$173,806 and \$263,756 relative to the North Dakota alternates. By comparison, the yearly construction cost based on a 30 year period for the structure and a 20 year period for the approaches would be \$221,667 for the Montana alternate and would vary from \$192,233 to \$214,925 for the North Dakota alternate. Yearly maintenance costs were calculated as follows: ND Alternate \$11,451, Montana Alternate \$18,180, No Action Alternate \$10,070. Therefore, the time period for total cumulative user costs savings to equal the construction costs plus maintenance costs would be as follows: 32.2 years for the Montana alternate, 15.8 years for the least expensive North Dakota alternate, and 18.4 years for the most expensive North Dakota alternate.

The two factors listed below are not accounted for in the user cost analysis and will increase the potential for user cost savings.

- 1) The analysis is based on present traffic and does not allow for forecasted traffic.

* A Manual on User Benefit Analysis of Highway and Bus Transit Improvements.

** "1980 North Dakota Highway Statistics" North Dakota State Highway Department Transportation Services Division.

- 2) The National Park Service has predicted that the annual visits to Fort Union Historic Site will increase from the 6000-7000 to 60,000 within 5 years of the restoration of the site. The majority of these visitors would take a more circuitous, sub-standard route under existing conditions than with any of the proposed routes.

In addition, an association of area farmers, community leaders and legislators have requested help from Montana and North Dakota to find a solution to the river crossing problem. The most concerned group of citizens has been the local sugar beet farmers. The beets in the Trenton-Buford area have always been shipped to the processing plant at Sidney by rail. The beets are stockpiled at Marley, North Dakota and then shipped to Sidney, Montana. Figure 4 shows the locations of the major towns and the mileages between them.

The shipping rate from Marley to Sidney has increased sharply and is continuing to rise. In 1979 it cost \$4.79 per ton to ship from Marley. The 1980 rate was \$5.26. The processing plant at Sidney in 1979 paid the first \$1.75 of this rate, plus 38 percent of anything over that amount. Because of the high cost of shipping, the plant wanted to drop the 3,000 acres in this area in 1980 and replace them with closer acreage. The growers have persuaded the plant to continue processing their beets by paying for everything over \$1.75 per ton. With shipping rate at \$5.26 in 1980, the growers feel they will be out of the beet business.

Realizing that they were losing ground shipping by rail, they tried to ship the beets by truck to Sidney. Two routes were tried. The first route via US 2, US 85 and State Highway 200 had a one-way trip length of approximately 80 miles. The second via the Snowden Bridge, ND 58 and State Highway 200 had a one-way trip length of approximately 35 miles. It is very obvious that using the Snowden Bridge saves 90 miles per trip. Since it takes approximately 2,300 - 2,700 truckloads to haul the beets to Sidney, the Snowden route would save from 207,000 to 243,000 hauling miles each year. This equates to 40,000 to 50,000 gallons of diesel fuel saved each year, and assuming \$1 per mile for total operative costs \$207,000 to \$243,000 dollars per year.

However, where the former was too long to be economical, the latter was too rough. The poor condition of the roads and bridge were an effective barrier to further shipments by truck on the Snowden route.

The user cost study previously discussed in this section did not take into account the additional cost of transporting the sugar beets to market. Including these figures the total yearly savings would vary from \$388,916 to \$474,916 for the Montana alternate and from \$472,136 to \$558,136 for the North Dakota alternates. Based on user costs savings the period for total cumulative user costs to equal the construction costs would be as follows: from 12.0 to 14.7 years for the Montana alternate, 7.5 to 8.8 years for the least expensive North Dakota alternate, and 8.7 to 10.3 years for the most expensive North Dakota alternate.

At a public input meetings held January 10, 1980 in Williston, North Dakota and November 12, 1980 in Fairview, Montana, numerous individuals and representatives of area businesses expressed their need for the proposed structure. In particular, representatives of several businesses and organizations identified several thousand dollars in annual savings in maintenance and travel expenses if the proposed bridge is constructed.

Therefore, in addition to the gains in safety and convenience to the traveling public, the proposed project will result in a significant monetary savings.

Finally, the Federal Highway Administration has evaluated the existing structure and has determined that its' condition rating is such that it falls in the category of deficient bridges eligible for the bridge replacement program.

USER COST ANALYSIS			
	ALTERNATE A	ALTERNATE B-F	NO ACTION ALTERNATE
Based on Existing Traffic	\$227,395	\$144,175	\$409,311
Allowing for Addi- tional Cost of Transportation of Beets	\$227,395	\$144,175	\$616,311 to \$702,311

ALTERNATES

The approach roads for this project will be constructed to a 32' finished roadway which will provide 2-12 foot driving lanes and 2-4 foot shoulders (see Figure 3). The right of way will average 200 feet in total width. In areas of irrigated farmland, right of way will be minimized through the use of a reduced ditch section and borrow will be utilized to obtain some of the embankment material.

The design speed for all routes will be 60 mph.

An alternate in North Dakota was selected because:

- 1) It will have no effect on the Snowden Bridge or the Mondak townsite.
- 2) Will have a lesser user cost than the Montana alternate (Alternate A).

Of the alternates in North Dakota, Alternate D was chosen because:

- 1) Represents a compromise in the impacts on Fort Buford, Fort Union and the proposed Bodmer overlook.

The estimated costs of alternates B and D contained in this document are much lower than those shown in the Draft Environmental Impact Statement for the following reasons:

- 1) The bridge length for Alternate B was originally about 450' longer than that for Alternate D. Initially, the bridge lengths were based on providing 30 feet of vertical clearance for navigation, and maximum height of bridge fill of 30'. Subsequently, a determination was made that this portion of the Missouri River is not navigable. Therefore, the bridges were lowered to the point where the 30' of fill no longer governed, and allowed a longer fill on the north end of the structure for Alternate B. This allowed bridge lengths for both alternates to be approximately equal and reduced the cost of Alternate B considerably.

- 2) The Langwald farmstead was to be relocated for both alternates. A change in the alignment for Alternate B has eliminated the need for this farmstead. However, Alternate B uses somewhat sharper curves than Alternate D (3 degree versus 2 degree), but 3 degree curves are adequate for 70 mph design speed which is greater than that normally used for a secondary route (60 mph) and more than that used for the vertical alignment of the route (60 mph).
- 3) Refinement to the cost estimates that reflect the more readily available borrow for the bridge fills for Alternate B than for Alternate D.

The estimated cost of Alternate C, E and F, have been reduced to reflect the lower bridge elevations.

The following is a discussion of Alterante D (the selected alternate).

Alternate D (Selected Alternate)

This alternate begins with an intersection at ND Highway 1804 about 5,300 feet east of the east boundary of the Fort Union Historic Site; continues to the south for approximately 2,400 feet; curves to the south-west using a 2 degree curve; crosses the Missouri River; curves back to the south with a 2 degree curve; and parallels the main drainage channel to near ND Highway 58, where it joins the existing highway. See Figure 2 for a layout of this alignment and Figure 5 for the proposed gradeline for the structure.

This proposal crosses the main irrigation channel of the Buford-Trenton Irrigation District as well as requiring the reconstruction of about 6000 feet of the main drainage channel for the Lower Yellowstone District. The roadway will pass within 800 feet of the Fort Buford Historic Site. This alignment will require all but 900' of the structure to be on a curve.

The estimated cost is \$4,310,000.

Park Service Alternate

After the circulation of the DEIS, the U.S. Department of the Interior (DOI) proposed a new alignment that would place the structure about 1000 feet downstream from the bridge site for Alternate D. This route was rejected for the following reasons:

- 1) It would move the roadway and structure closer to Fort Buford than any alternate other than E. This would increase the visual impacts to Fort Buford.
- 2) It would cause greater damage to irrigated property north of the river than any alternate other than Alternate E.
3. It would result in slightly greater damage to the irrigated property south of the river.
4. It would result in undesirable geometrics for the north approach to the structure.

The following is a discussion of the other alternates that were considered in the Draft Environmental Impact Statement, but were rejected in favor of Alternate D.

Alternate A

The river crossing for Alternate A is parallel to the existing structure and 150' downstream. Two alternates for the approaches to this structure are proposed and are referred to as A-1 and A-2.

Alternate A-2 begins at the North Dakota-Montana border north of the river and follows Montana Secondary Route #367 to near the crossing of the railroad track going south to the Snowden Bridge. The route then parallels the east side of the railroad and crosses the Missouri River east of the existing bridge and connects with the existing route about 1,000 feet south of the existing bridge. This alternate then follows the alignment of the existing roadway to Montana-North Dakota border connecting with North Dakota Highway #58.

Alternate A-1 follows the same route as Alternate A-2 from the North Dakota-Montana border (north of the Missouri River) to a point about 3500' east of the intersection of the Bainville-Snowden Bridge road, where it forms a "T" intersection with Montana Secondary Route #367; it then diagonals to the southwest and joins Alternate A-2 at a point about 3700' north of the center of the Missouri River; it then follows Alternate A-2 to

their common terminus at the Montana-North Dakota border (south of the Missouri River).

This route including the portion in North Dakota on 1804, separates the Fort Union Historic Site from the Bodmer overlook.

The estimated cost of Alternate A is \$5,600,000.

Alternate B

This alternate begins at ND Highway 1804, approximately 4,000 feet east of the east boundary of the Fort Union Historic Site, and utilizing two 2 degree curves, immediately curves to the southwest; crosses the Missouri River on approximately 1900' of tangent; to the south of the river the road curves back to the south with a 2 degree curve and then parallels on existing county road to the vicinity of ND #58, where it joins the existing highway.

On the south bank of the Missouri River, this route will require right of way from within the boundary of a scenic easement that has been authorized to be purchased by the Fort Union site. The Federal Highway Administration has determined that this taking will involve the provisions of Section 4(f) of the 1966 US Department of Transportation Act.

The proposed roadway passes within about 300 feet of the boundary of the Fort Union site. Also, it crosses the main drainage channel and two laterals and parallels another lateral of the Lower Yellowstone Irrigation District.

The estimated cost of Alternate D is \$4,160,000.

Alternate C

This alignment begins with an intersection at ND Highway 1804 approximately 5,000 feet east of the east boundary of the Fort Union Historic site; continues to the south on the tangent for about 200 feet; then it curves back to the southwest with a 2 degree curve; crosses the Missouri River; curves back to the south again using a 2 degree curve; parallels the main drainage channel to near ND Highway 58 where it joins the existing highway.

This alternate crosses the main irrigation channel of the Buford-Trenton Irrigation district as well as requiring the reconstruction of about 6000 feet of the main drainage channel of the Lower Yellowstone Irrigation District. This alignment will require a portion of the bridge to be on a curve.

The estimated cost of this proposal is \$4,620,000.

Alternate E

This alternate originates at the same point as Alternate D and continues to the south for about 6,500 feet; curves to the southwest using a 3 degree curve; crosses the Missouri River; and then curves to the south using a 2 degree curve; and ends at ND Highway 58 at a point approximately 2,600 feet south of the terminous of Alternate D.

This alternate crosses the main irrigation channel of the Buford-Trenton District as well as the main drainage channel of the Lower Yellowstone District. The roadway will pass within about 400 feet of the Fort Buford Historic Site. This alignment requires that the structure be on a curve.

The estimated cost is \$4,845,000.

Alternate F

This alternate begins with a "T" intersection at ND Highway 1804 about 5,300 feet east of the east boundary of the Fort Union Historic Site; continues to the south for approximately 1,300 feet; curves to the southwest using a 2 degree curve; crosses the Missouri River; curves back to the south with a 2 degree curve; and joins Alternate C at a point about 400 feet south of the south section line of Section 17, R104W, T152N where it follows alignment C for the remainder of the project.

This proposal crosses the main irrigation channel of the Buford-Trenton Irrigation District as well as requiring the reconstruction of about 6000' of the main drainage channel for the Lower Yellowstone District. The roadway will pass within 1500 feet of the Fort Buford Historic Site.

The estimated cost is \$4,570,000.

Rehabilitation Alternate

This alternate would consist of repairing, as necessary, the deck and guardrail of the existing bridge and grading and surfacing the approach roadways from border to border.

This would require an agreement with the railroad allowing for continued use of this structure by the public. However, the railroad has recently requested that Richland and Roosevelt Counties sign an agreement with the railroad. The main features of this agreement are:

- 1) The counties would reimburse the railroad for costs incurred in maintaining the timber planking of the bridge deck and approaches and for maintaining the signal lights.

- 2) The counties would be required to obtain a liability insurance policy with a total limit of not less than \$10,000,000.
- 3) This agreement grants the counties licenses and permission for the use of the bridge by vehicular traffic.
4. Under this agreement the railroad may revoke permission for the public use of the bridge with 30 days notice.

Therefore, the request for and the terms of this agreement indicates that the railroad would be hesitant or unwilling to sign a long term agreement required by this alternate.

This alternate would eliminate the problems associated with the deteriorated gravel surfacing of the approach roads. However, it would not solve the basic defects outlined in the needs section which are:

- 1) Inadequate clear roadway and vertical clearance of the structure results in a barrier to travel for industrial and agricultural vehicles.
- 2) The potential safety hazards caused by the lack of an adequate guardrail and the possible conflict between vehicles and trains.
- 3) The potential safety hazards resulting from the sub-standard horizontal and vertical alignment of the approaches.

The estimated cost is \$1,900,000.

No Action Alternate

The selection of this alternate would not solve the basic defects as outlined in the Needs section which are:

- 1) Inadequate clear roadway and vertical clearance of the structure results in a barrier to travel for industrial and agricultural vehicles.
- 2) The potential safety hazards caused by the lack of an adequate guardrail and the possible conflict between vehicles and trains.

- 3) The potential safety hazards resulting from the sub-standard horizontal and vertical alignment of the approaches.
- 4) The increased operational and maintenance costs caused by travel over the existing deteriorated gravel roads
- 5) Possible adverse economic impacts associated with the conversion of farmland from sugar beets to small grains.

The installation of traffic actuated signals would lessen the danger of accidents due to drivers ignoring the existing pre-timed signals. There are several problems associated with this proposal.

First, there would still be delays caused by the time required for vehicles to clear the structure. This may cause local drivers to again ignore the signals.

Second, traffic actuated signals will require more maintenance than a pre-timed signal. If sufficient maintenance is not preformed, the signal could malfunction, allowing opposing vehicles on the structure.

Third, the normal method of installation involves burying loop detectors in the roadway. This is not possible with gravel roadways. Other less commonly used methods are available.

The estimated cost of the signal installation would be \$60,000.

The significant features of Alternates A-F and the Rehabilitation Alternate are summarized on the following page.



MON-DAK BRIDGE

	ALTERNATE A (Montana)	ALTERNATE B (Line 3)	ALTERNATE C (Line 2A)	ALTERNATE D (Line 1)	ALTERNATE E (Line 4)	ALTERNATE F	REHABILITATION ALTERNATE	
Cost .	\$5,600,000	\$4,160,000	\$4,620,000	\$4,310,000	\$4,845,000	\$4,570,000	\$1,900,000	
Additional R/W Required	27.0 Acres	65.6 Acres	70.2 Acres	70.8 Acres	79.8 Acres	71.0 Acres	NONE	
Length of Project	37,270 Feet	15,500 Feet	15,600 Feet	15,900 Feet	16,900 Feet	15,700 Feet	37,270 Feet	
Length of Structure (Approx.)	1,200 Feet	1,400 Feet	1,400 Feet	1,400 Feet	1,600 Feet	1,400 Feet	Rehabilitate Existing Structure Only	
Relocation	None	None	1 Farmstead	1 Farmstead 1 Grain Bin	1 Grain Bin	1 Farmstead 1 Grain Bin	NONE	
Proximity of Structure to Bodmer Overlook	15,500 Feet Southwest	6,100 Feet South	8,500 Feet Southeast	9,800 Feet Southeast	13,600 Feet Southeast	8,900 Feet Southeast	15,500 Feet Southeast	
Proximity of Roadway to Fort Union Historic Site Boundary	Existing Road Adjacent to Historic Site	300 Feet	3,700 Feet	5,000 Feet	5,100 Feet	4,100 Feet	Existing Road Adjacent to Historic Site	
Proximity of Roadway to Fort Site	900 Feet (Exist Road)	3,700 Feet	7,000 Feet	8,100 Feet	8,100 Feet	7,400 Feet	900 Feet (Exist Road)	
Proximity of Roadway to Fort Buford Historic Site	N/A	6,000 Feet	2,300 Feet	800 Feet	400 Feet	1700 Feet	N/A	



AFFECTED SOCIAL-ECONOMIC ENVIRONMENT

The proposed project is located in Williams and McKenzie Counties in North Dakota and Roosevelt and Richland Counties in Montana.

This project affects the Buford-Trenton Irrigation District which is located generally north of the Missouri River near the confluence of the Yellowstone. This district consists of 9,564 acres of gravity fed irrigation.

Also affected is the Lower Yellowstone Irrigation District located south of the Missouri River. The District contains two divisions: District one is west of the North Dakota-Montana Border and contains 37,000 acres and District two which lies east of the border and contains 17,587 acres.

This project is located near the confluence of the Missouri and Yellowstone Rivers and is one of the most historically significant areas in the Western United States. The following sites (whose exact location is unknown) were located near the confluence; Fort Henry, Camp Barbour, Fort Williams, Fort Mortimer, and Camp Humphrey. The developed sites of Fort Union and Fort Buford are also located near the confluence.

Fort Union

The Fort Union Trading Post National Historic Site is listed on the National Register of Historic Places. The site is owned and operated by the National Park Service.

The enclosure walls and some structures of Fort Union were constructed in 1829 by Kenneth McKenzie an experienced trader and executive for the American Fur Company. However, due to the remoteness of the area, 1900 miles from the supply head at St. Louis, it required 4 years to complete construction of the trading post.

From 1829-1865 the trading post was a primary depot for the entrepreneurs of the fur trade based in St. Louis. The fort was visited by many of the noted European and American explorers, traders, artists and travelers who followed the river for nearly four decades.

Fort Union Trading Post does not exist as a physical structure today. The land is completely devoid of any visible structural remains with the exception of previous backfilled archeological excavations which have partially exposed certain foundations. The site offers little opportunity to visualize the compound as it once stood.

At the present time, visitor use is basically limited to the site of the fort and the immediately adjacent area which contains the parking area, teepee display and interim visitor center. Three housing trailers and an interim maintenance area are located on a terrace below the fort elevation near the east boundary of the area. Access to the housing/maintenance area is via a gravel road adjacent to the east boundary.

Fort Union is operated as a day-use area during the summer, spring and fall.

Visitors to the area are given a 30-minute tour of the site and teepee display. An interim visitor center containing exhibits, a 10-minute audiovisual program, information desk, and cooperating association sales display was constructed during 1977. Restrooms and a drinking fountain are provided for visitors in the visitor center.

Plans for the development of the Fort Union site are summarized as follows:

1. Proceed on present authorized boundary acquisition and acquire a scenic easement zone beyond the south riverbank.
2. Archeological and historical archival research will be undertaken and the results translated into reconstruction drawings which will be applied to a detailed scale model in order to determine the level at which an authentic reconstruction can be made. In this way reconstruction, based on research information, can be recognized and implemented.
3. Access and an underground headquarters facility should be placed southwest of the fort site where it will not be visibly intrusive. Roads and trails will be provided as necessary for this facility.
4. The employee housing/maintenance facility with associated roads, trails, and utilities will be located onsite in the eastern portion of the park where they will not visually intrude on the fort site.
5. Facilities for the Bodmer Overlook (see Figure 2 for location) will consist of an access road, minimal parking, and an exhibit overlooking the national historic site.

Fort Buford

Fort Buford is a State Historic Site and is listed on the National Register of Historic Places. The site is owned and operated by the State Historical Society of North Dakota.

The United States Army established Fort Buford near the Missouri and Yellowstone Rivers on June 13, 1866, as a link in the chain of "Missouri Guardian Posts" reaching from the Mississippi River supply head near St. Louis, Missouri, to the Pacific Coast, constructed for the purpose of defending the Missouri River and the Minnesota-Montana road. The fort suffered frequent harassment from Sioux Indians during its early years and recorded many hostile actions against its soldiers.

Present day facilities consist of a museum located in one of the two remaining post buildings, the cemetery, a campground and a picnic area.

ENVIRONMENTAL CONSEQUENCES

Air Quality Impacts

There has been no monitoring of air in this area, therefore, there is no data available on the existing concentration of air pollutants. However, there is no major industrial pollution in the area so it can be assumed that the air is of good quality.

Carbon Monoxide (CO) concentrations that will be generated by traffic using this facility would normally be estimated using the Federal Highway Administration's recommended techniques utilizing the computer programs "Mobile-1" to estimate emission factors, and "Caline-2" to estimate the concentrations of the pollutants adjacent to the project.

These methods are outlined in the EPA publication 400/9-78-006 and in the FHWA report no. RD-76-134.

However, experience shows that these methods will predict CO concentrations of less than one ppm for the small existing and predicted traffic volumes.

Estimates of the other pollutants were not made; however, since the CO concentrations are estimated to be very low and this gas is a reliable index as to the other pollutants that will be emitted from vehicles, there should not be any significant adverse effects from other air pollutants.

The distance from the existing roadway to the fort site is about 730 feet. Alternate D at its nearest point, is 8300 feet from the fort site. Therefore, this project will result in a decrease in the existing amount of traffic generated air pollutants.

This project is in an area where the State Implementation Plan does not contain any transportation control measures. Therefore, the conformity procedures of 23 CFR 770 do not apply to this project.

Paving the existing roads will reduce dust created by highway traffic and therefore improve air quality.

Noise

Field measurements of noise levels along this route were not made; however, the noise levels were computed for the existing and future Design Hourly Traffic Volumes (DHV). Noise levels were computed using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model.

A detailed noise analysis for Fort Union has been done. Leq(h) levels for the existing traffic and Alternate D and the No Action Alternate were calculated. The following tables give the results of these calculations.

LEQ(h) NOISE LEVELS FROM PRESENT ROUTE FOR NO ACTION ALTERNATE

FORT UNION	NEAR BOUNDARY	BUILDING SITE
Existing Traffic	58	47
Future Traffic	61	49

FORT BUFORD

Existing Traffic	36	35
Future Traffic	39	38

LEQ(h) NOISE LEVELS FOR FUTURE TRAFFIC FOR ALTERNATE D

Fort Union	33	26
Fort Buford	47	40

These noise levels are within the FHWA recommended Leq(h) design noise of 67 dBA for parks, recreation and residential areas.

The proposed reconstruction of Fort Union would probably result in classification as an area in which serenity and quiet is extraordinary significance and serves an important public need. The recommended FHWA Leq(h) design noise level for an area such as this is 55 dBA. Alternate D is well within this limit.

The area between Forts Union and Buford can be considered relatively quiet at present. Loud sounds emanating from equipment and from aircraft occasionally impact this area. The construction of a bridge between the forts will increase the amount of unnatural sounds. It is felt, though that this will not be a major impact and will not adversely affect the characteristics of the area.

Water Quality Impacts

Permanent erosion control features include replacing the topsoil and seeding the entire construction area, with the exception of the roadbed, to facilitate the establishment of a good growth of vegetation.

The soils along this project will be analyzed by the Highway Department. If this analysis shows that the exposed soils should be protected by mulching, this will be called for in the contract plans.

The amounts of deicing chemicals used on roadway surfaces in North Dakota and Montana is very small and does not appear to have had any significant effect on vegetation or water quality. Since this project will pave roads that are currently gravel surfaced, this project will lead to a small increase in the use of these chemicals.

A check of accident records does not show any instances of accidents that resulted in the spillage of toxic substances. Excavation will be shallow, therefore, there will not be any effects on ground water supplies. This project will not have any adverse effects on any water source being used for human consumption.

Wetlands

Wetlands as defined by the USFWS publication, Classification of Wetlands and Deepwater Habitats of the United States are lands where saturation with water is the dominant factor determining the nature of the soil development and the types of plant and animal communities living in the soil and on its surface. The single feature most wetlands share is soil or substrate that is at least periodically saturated or covered by water.

Based on this discussion, it is possible that areas or flats which are subject to drastic fluctuations in water levels, i.e. floodplains adjacent to existing river channels, may constitute a wetland system which has been referred to as a "Riverine System" in the aforementioned publication.

Wetlands and deepwater habitats contained within a channel which is bordered on the landward side by upland or by channel banks, or wetlands dominated by trees, shrubs and persistent emergents are major criteria used to classify a wetlands system as a "Riverine System".

The Missouri River in the area of the proposed project constitutes a deepwater habitat which is delineated on its landward side by wooded uplands and channel banks, hence it is a "Riverine System".

The construction of the project will only require work within the channel in the area of the structure. Fill for the approach to structure will be placed in wooded floodplains and upland areas. This impact has been quantified in the table on the following page

The floodplain, in this area, contains intermittent pools which provide features exhibited by temporary wetlands. The existence of these pools are subject to and resultant from the seasonal changes in water level.

In view of the previous discussion, these pools are not considered as part of the "Riverine Wetland System", but constitute another system of wetlands referred to as "Palustrine" in the aforementioned USFWS publication.

None of these "Palustrine" wetlands lie within the proposed projects alternates.

Stream Modification Impact

This project will require only work within the channel in the area of the structure and therefore, will have no adverse effect on the stream or its useage. This includes fishing, boating and private irrigation.

Construction Impacts

Any sedimentation or turbidity in adjacent water bodies as a result of dust raised from construction sites would be very minimal. Water is used for compaction of the roadway embankment. This helps to reduce the dust on the construction site. If necessary, water will be used on haul roads that are used for moving material from borrow sites or aggregate pits.

The contractor will be required to comply with the Standard Specifications and any special provisions that are considered necessary to adequately control erosion.

The contractor will be required to conduct its activities in such a manner so as to be in compliance with the standards of Surface Water Quality for the states of North Dakota and Montana. These standards were issued by the appropriate state agency.

Construction activities will generate a certain amount of dust and engine emissions. The contractor will be required to take all reasonable measures to minimize the dust. He will be required to conduct his activities in such a manner so as to comply with the Air Quality Regulations of either state.

There will be an increase in noise levels during the construction period due to the operation of construction equipment. This noise may be a nuisance to residents when the construction operations are in the vicinity of residential dwellings.

Location of borrow areas and waste disposal sites have not been determined. Consideration will be given to environmental impacts when selecting borrow or waste disposal sites.

Land Use Planning Impacts

This project is the construction of a structure that will upgrade an existing river crossing. This project will therefore facilitate the movement of agricultural goods to markets and the rural residences to centers of commerce. Therefore, this project will enhance the rural character of the area and will not lead to conflicts with the current land use of the area.

Social and Economic Impacts

This project is contained in a rural area and therefore will not have any effect on neighborhoods or the life style of anyone within a neighborhood.

This project will result in the positive economic impacts identified in the user cost study as summarized on pages 2-3 and 2-4 of this report.

This project will provide a vastly improved river crossing and will therefore facilitate the movement of agricultural goods and the movement of the rural residences to desired centers of commerce and therefore should not change travel patterns but make them more convenient.

This project will not adversely effect any school districts, in fact, it will benefit local districts by allowing easier contact for athletics and easier transportation for students attending special schools.

This project will not adversely effect any minorities.

This project will have no identifiable adverse secondary impacts.

Natural Environment

The project is located through the western floodplain forest of the Missouri River. The Missouri River, in this area, separates the Coteau Slope of Williams County from McKenzie County (See Figure 11).

The climate of this area is typically semi-arid. The annual precipitation varies considerably with a mean average at about 15 inches. Rainfall constitutes the majority of this precipitation, much of which comes in the form of short severe thunderstorms, producing pronounced runoff which often turns empty stream beds into raging rivers.

The soil and vegetation characteristics influence the amount of moisture penetrating the ground. The soils of this area are a combination of fine sandy loams and silty clays.

Fine sandy loams are excessively drained and consequently droughty. These areas lie closest to the river channel and are occupied by deciduous tree stands.

Areas where the sandy loams are underlain by silty clay have high productivity. Cleared areas of these soil types are particularly desirable for producing crops. This soil combination is well adapted to irrigation.

Undisturbed areas of the floodplain forest exhibit mature deciduous stands dominated by cottonwoods. Later successional stages find American Elm, Boxelder, and Green Ash. Shrub growth includes hawthorn, dogwood, wild rose, buckbrush and buffaloberry.

Disturbed areas placed into cultivation produce sugar beets, small grains, corn and hay.

Primary bird species inhabiting the area include Red-tailed Hawks, Black-billed Cuckoo, Great Horned Owl, Downy Woodpecker, Hairy Woodpecker, Red-headed Woodpecker, Flickers, Least Flycatcher, Black-billed Magpie, Black-capped Chickadee, Common Crow, American Robin, Red-eyed Vireo, Yellow Warblers, American Redstart Ovenbird, Black-headed Grosbeak, Lazuli Bunting and Rufous-sided Towhee.

Mammal species in the area include White-tailed deer, Fox and Squirrels, Beaver, Raccoon, Mink, Skunk, and assorted mice and voles.

Amphibian include Tiger Salamanders, Plains Spadefoot, Dakota Toad, Rocky Mountain Toad and Leopard Frogs.

The Snapping Turtle, Plains Garter Snake and the Painted Turtle comprise the reptiles of this area.

The Missouri River in this area is considered a Class I or highest valued fishery resource. This classification denotes a habitat maintaining outstanding populations of high interest species. The habitat here is considered to have a low restoration or reclamation potential for its present species composition and population levels. At present, no alternate resource could be introduced that would be as highly valued and no acceptable options are available to compensate for a habitat loss.

Some of the fisheries found in the Missouri River include Walleye's, Goldeye, Channel Catfish, Carp, Sauger, Freshwater Drum, Buffalo, Northern Redhorse, Northern Pike, and Paddle Fish.

Due to sensitivity and importance of the fishery resources in this area, the contractor will not conduct any work below the waterline during the fish spawning period. The contractor will be required to conduct all of his activities in such a manner to minimize the impact on the natural environment.

The table on the following page summarizes the impact of the proposed alternates on the natural environment.

Permits

The following State and Federal Permits will be required:

- 1) Section 404 and Section 10 permit from the Army Corps of Engineers
- 2) Permit to cross state lands from the North Dakota State Land Department
- 3) License to cross an irrigation facility from Water and Power Resource Service

In addition to the above listed permits, the 106 process (Historic Preservation) will need to be completed for the affected cultural resources.

Rare and Endangerd Species

Wildlife species in North Dakota designated as endangered or threatened by the U.S. Department of Interior are as follows:

Birds

<u>Scientific Name</u>	<u>Common Name</u>	<u>Status</u>
Falco peregrinus anatum	American Peregrine Falcon	Endangered
Falco peregrinus tundrius	Artic Peregrine Falcon	Endangered
Grus Americana	Whooping Crane	Endangered
Haliaeetus leucocephalus	Bald Eagle	Endangered

Mammals

Mustela nigripes	Black-footed Ferret	Endangered
Canis lupus lycoon	Eastern Timber Wolf	Endangered

No fish, amphibians or reptiles in North Dakota have been designated as threatened or endangered.

The U.S. Fish and Wildlife Service (USFWS) was contacted concerning the effect of this project on endangered species. The USFWS determined that a biological assessment should be prepared to determine the effect of this project on the following species: Whooping Crane, Bald Eagle, and Peregrin Falcon. The biological assessment determined that there would be no effect on these species. The USFWS concurred on January 8, 1981 (Exhibit O, Appendix I) that these species protected by the Endangered Species Act would not be affected by this project.

Item	Alternate A-1	Alternate A-2	Altnerate B	Alternate C	Alternate D	Alternate E	Alternate F	Comments
Total R/W Required	54.6	60.5	65.6	70.2	70.8	79.8	71.0	
Woodland Acres in R/W	9.6	9.6	6.35	4.57	5.72	5.14	6.05	
Woodland Acres to be removed	8.6	8.6	5.8	2.8	4.1	3.0	4.55	Using 100' Limits for Alt. B-E
Cropland Acres in R/W	32.5	38.4	53.6	58.5	61.5	68.6	57.6	
Cropland Acres to be removed	30.5	36.4	17.5	17.9	19.0	20.0	17.3	Using 60' Limits for Alt. B-E
Grassland in R/W	8.3	8.3	3.0	4.5	.4	2.8	0.9	
Grassland Acres Removed	7.5	7.5	1	1.4	.2	.8	0.3	Using 60' Limits for Alt. B-E
Floodplain Acres in R/W	4.2	4.2	3.4	5.9	5.5	2.3	5.05	Includes Woodland Acres present on Floodplain
Floodplain Acres Filled	1.4	1.4	2.24	2.4	2.92	.63	2.87	Using 100' Limits for Alt B-E Includes woodland acreages impacted on Floodplain
Cropland Acres Seeded to Grass	0	0	8.7	9	9.5	10	8.6	

Visual Impacts

Alternate D will have the visual impact of placing a structure where none now exists.

The National Park Service (NPS) has stated that Alternate D will have a visual impact on the Fort Union Historic Site that could be mitigated.

As a result of a field inspection of the Fort Union site with personnel from the NPS and other agencies, it has been determined that the approach roadway is screened and the bridge site is partially screened from the Fort Union site and to a lesser extent from the Bodmer overlook for Alternate D.

The roadway for Alternate D passes within 800 feet of the boundary of Fort Buford. The site has a shelterbelt to the east and for a short distance to the north. An examination of the line of sight from within the site shows that neither the bridge or the approach roadways would be visible.

From the cemetery the viewers line of sight is blocked by the same shelterbelt to the north and large trees to the south, so that only a small portion of the structure and roadways are visible. An examination of the gradeline of the roadway reveals that a portion of the roadway are blocked by existing terrain.

The following is a discussion of the visual impacts of the alternates that were rejected in favor of Alternate D.

Alternates B, C and E will have the visual impact of placing a structure where none now exists, and Alternate A will place a structure near the existing railroad bridge.

Fort Union:

Alternate A will have no visual impact on Fort Union.

Alternate B will place a structure and the roadway within 300 feet of the boundary of the Fort Union Historic site and within 3700 feet of the proposed restored fort site. The structure will be within 6,000 feet of the proposed Bodmer overlook. The National Park Service (NPS) in their review of this project, has stated their opinion that this alternate would cause a major intrusion on the historic site (see Exhibit I, Appendix I).

The NPS has stated that Alternate C will also cause an intrusion on the historic site, but to a lesser extent than Alternate B.

The NPS has stated that Alternate E will have no significant adverse impact on the Fort Union Site.

The visual impacts of Alternate F will be similar to those of Alternate C.

As a result of a field inspection of the Fort Union Site with personnel from the NPS and other agencies, it has been determined that the approach roadways are screened and the bridge sites are partially screened from the Fort Union site and to a lesser extent from the Bodmer overlook for Alternates C, E, and F. Alternate B will be somewhat screened from these two areas

Fort Buford:

Alternate A will have no visual impact on this site.

Alternates B, C, F, roadways and bridge sites will be partially screened and should have little visual impact.

The roadway for Alternate E passes 400 feet of the boundary of the site and is not screened. The structure is only partially screened; therefore, this alternate could have a significant visual impact on this site.

Prime and Unique Farmland

The Soil Conservation Service (SCS) of the U.S. Department of Agriculture was contacted concerning the location of prime and unique farmland in the area and effect of this project on these lands. The SCS responded (page 29 of Appendix I) that all lands currently in an irrigation district are considered prime. These areas are shown on Figure 6 of Appendix II.

In selecting the proposed routes for this project, consideration was given to minimizing the taking of prime farmland and the disruption of farming operations by following, where possible, existing roads, drains, etc.

The DEIS stated that considerably larger amount of prime farmland would be required than shown below. This is due to the fact that a decision has been made to reduce the width of right of way taking. Also, the reduced bridge fill heights will require less right of way.

The following is a tabulation of prime farmland required for the various alternates.

<u>Alternate</u>	<u>Acres</u>
A	27.5
B	22.0
C	26.0
D	24.0
E	20.0
F	25.0

Energy Analysis

An energy analysis was performed for this project utilizing the factors and techniques in "Energy and Transportation Systems" prepared by the Transportation Research Board as project 20-7, Task-8.

The energy of construction and maintenance of the roadway as well as vehicle maintenance, operation, and construction, was calculated. The larger energy consumption for vehicle operation, maintenance and construction for the No Action Alternate was due to the operational characteristics of vehicles on gravel roads.

TYPE OF ENERGY	Alt. A	Alt. B	Alt. C	Alt. D	Alt. E	Alt. F	No Action Alternate
Vehicle Operation	4701	2882	2882	2882	2882	2882	7981
Roadway Construction	823	675	584	601	631	584	-
Roadway Maintenance	292	122	122	125	132	122	83
Vehicle Maintenance	2464	1511	1511	1511	1511	1511	4927
Vehicle Manufacture	1070	656	656	656	656	656	2795
Totals*	9350	5846	5755	5775	5812	5755	15,786

*Totals are in Barrels of Crude Oil Per Year.

Therefore, the energy consumption of the No Action Alternate will exceed that of the construction alternates by 6,436 to 10,031 barrels of crude oil per year or 17.6 to 27.5 barrels of crude oil per day.

Relocation Impacts

The North Dakota State Highway Department administers a relocation assistance program to carry out the provisions of Public Law No. 91-646 and the Federal Aid Highway Program Manual, Volume 7, Chapter 5 and FHWA Notice N6600.9. The purpose of these programs are to provide for uniform and equitable treatment of all persons displaced from their homes, businesses or farms. Services are rendered to relocatees in assisting in any way in finding replacement housing or new business locations. All relocatees

are given ample and reasonable time in which to find replacement housing or business locations with a minimum of at least three months. All qualified relocatees receive monetary payments, including payments for the moving of personal property replacement housing payments, rent supplement payments, down payments and business in lieu payments. In the event that comparable replacement properties are not available, the State will use the provisions of "Last Resort Housing" and make such housing available.

Alternate A and B will not require any relocation.

Alternate D and F will require the relocation of one farmstead. The owner occupants are in their early 60's, retired, have 50 years of occupancy, and have average income. In addition, a trailer home that is utilized as temporary living quarters for summer help will need to be relocated. The farmstead will be relocated onto remaining acreage. Also, a steel grain storage bin will need to be relocated.

Alternate C will require the relocation of the above described farmstead.

Alternate E will require the relocation of a steel grain storage bin.

Historic Cultural Impacts

The National Register of Historical Places, as published in the Federal Register on February 6, 1979 and all subsequent yearly and monthly supplements were consulted.

The Fort Union Historic Site and the Fort Buford Historic Site were found to be on the National Register. The Mandrian Tree Site is also on the Register. This site is located about 2 miles east of the confluence of the Missouri and Yellowstone Rivers and should not be affected by this project.

The Department of Anthropology and Archaeology of the University of North Dakota was retained to complete a Class III Inventory of the project area.

The Montana and North Dakota SHPO's letters of comment on the final report on the "Cultural Resource Inventory of the Mondak Bridge Project" is contained in Appendix I, Exhibits P and Q (pages 34-44) of this report.

The cultural resource inventory identified the following sites as potentially eligible for the National Register of Historic Sites: Fort Buford Rifle Range (Site #32 WI 30), Dump #1 (Site #32 WI 31), Dump #2 (Site #32 WI 32), and Scraper (Site #32 WI 34).

The survey identified the Saxton Elevator (Site #24 RV 102) as being potentially eligible due to its association with the town of Mondak. The Montana State Historic Preservation Officer (SHPO) has stated that the entire townsite and not just the elevator should be evaluated. It has been determined that the Mondak townsite is eligible for the National Register.

The survey concluded that the Deiter Homestead does not require further evaluation. The North Dakota SHPO disagreed with this conclusion.

The Montana SHPO has stated his opinion that the Snowden Bridge (the existing structure) is eligible for the National Register. Subsequently, it has been determined that the Snowden Bridge is eligible for the National Record.

In early summer of 1981, members of the North Dakota State Highway Department, Federal Highway Administration and representatives of the North Dakota SHPO conducted a field inspection of the Rifle Range Site. As a result, the SHPO has concluded that the site is not significant and no further consideration of the cultural values of the site is necessary. This is documented in Exhibit BB of Appendix I of this report.

Historical Research Associates (HRA) of Missoula, Montana, was retained to conduct further testing and evaluation of the remaining cultural resources identified in the initial survey.

The results of this testing reveals that Dump #1, Dump #2, and the Scrapper site are not of sufficient significance to be eligible for the National Register and therefore, no further consideration of sites are necessary.

The following is a discussion of the remaining sites identified in the original survey and the impacts of Alternate D (the selected alternate).

Saxton Elevator:

The site consisting of a concrete foundation and a concrete slab is identified as being associated with the Saxton Elevator, a structure of

the pioneer town of Mondak. The structure is of interest in terms of its context with the townsite.

The pioneer town of Mondak was located in Roosevelt County, MT, with a few structures immediately across the state line in Williams County, ND. The town as an important center of commerce and transport from 1904 to 1920. During its heyday, it could boast of a population of 300 inhabitants. The town also boasted of eight saloons, four stores, two hotels, lumber yards, butcher shop, livery barn, blacksmith shop, printing office, ice house, two grain elevators, three beer warehouses, five bawdy houses, a jail, a town hall, a school, a church, express office, and numerous homes. The town has been infamous for its saloons and bawdy houses, and indeed saw much business from North Dakotans and Montanans alike. The town served as an important shipping point for the area farmers and ranchers. The rail depot and riverboat docks were the scene of much activity.

The town began its demise with the construction of the Snowden Bridge and completion of rail lines to Fairview and Sidney. The railroad helped bring the demise of the riverboat. The end of prohibition helped bring further demise of the town. Much of the town was destroyed by fire in 1928.

The additional work conducted by HRA has resulted in a map of this site.

Alternate D will have no impact on this site.

Dieter Homestead:

The Dieter Homestead was discovered from an examination of 1901 land survey records. No other significant information is available.

No additional testing was conducted at this site.

This project will have no impact on this site.

Snowden Bridge:

The Snowden Bridge, a combination railroad and motor vehicle bridge, joins Roosevelt and Richland Counties, Montana, and spans the Missouri River. Prior to its construction in 1912-1913, passenger and freight traffic crossed the Missouri River by steamboat and ferry. The US Army had a cableferry near the Snowden Bridge crossing prior to its construction.

The Great Northern Railroad constructed the bridge intending it for railroad traffic. In 1925, the railroad provided a ramp and a plank roadbed for vehicle traffic. Tolls were charged for vehicles, pedestrians, and livestock. The bridge had a lift span to allow river traffic to pass. The span had little use, its last use in 1935.

The construction of the bridge had an impact on local communities. Towns such as Mondak, Java, Nohly, and Buford were no longer important shipping points now that freight could be shipped directly by rail to and from Fairview and Sidney, Montana and points elsewhere in North Dakota and Montana. These small communities declined in part due to construction of the bridge.

Alternate D will have no impact on the Snowden Bridge.

ALTERNATE D:

This alternate will have a direct impact on the Rifle Range and Dump #1 by crossing a portion of these sites. This alternate will not require any portion of the Dump #2 site.

Alternate D will cause an increase of vehicle generated noise and air pollutants for all three sites. Calculations show that the magnitude of noise and air pollutants will not be large.

However, the above sites are not significant. Therefore, these impacts do not warrant further consideration.

This alternate will have a visual impact on Fort Union and a visual impact on Fort Buford.

The SHPO has stated (Exhibit SS, Appendix I) that this project will have an adverse effect on the Fort Buford State Historic Site and on the Fort Union National Historic Site.

The Draft Environmental Impact Statement was submitted to the Executive Director of the Advisory Council on Historic Observation as a Preliminary Case report.

Subsequent to these actions, a Memorandum of Agreement for the mitigation of the adverse effect of this project was prepared and is contained in this document as Appendix III.

The following is a discussion of the impacts of the alternates that were rejected in favor of Alternate D:

ALTERNATE A:

Alternate A follows an existing gravel road through the Mondak Town Site. Therefore, this alternate enhances the Mondak site by eliminating the dusty conditions associated with gravel roads. This project will facilitate an increase in traffic and will cause a slight increase in vehicle generated noise and air pollutants at the Mondak site. However, calculations show these increases are not significant.

Alternate A will have a visual impact on the Snowden Bridge by altering the view of the structure from one direction. The affect of this will be reduced because of the streamlined appearance of a modern structure.

ALTERNATE B:

This alternate will have no effect on any significant site identified in the Cultural Resource Inventory. However, as previously discussed, this alignment will have a visual impact on the Fort Union Historic Site.

ALTERNATE C:

This alternate will impact the Scraper Site by crossing almost the entire length of the site. Alternate C will subject the site to increased vehicle generated noise and air pollutants. Calculations show that the magnitude of these items are not large.

This alternate will have the previously discussed visual impact on the Fort Union Historic Site.

ALTERNATE E:

This alternate will cross a small portion of Dump #2 and will subject it to a small increase in vehicle generated noise and air pollutants.

Alternate E will not require any portion of the Rifle Range or Dump #1 but will subject them to a small increase in vehicle generated noise and air pollutants.

This route will not have a visual impact on Fort Union, but will have a visual impact on Fort Buford.

ALTERNATE F:

This alternate was developed to minimize the effect of this project on the cultural resources identified in the survey. Alternate F will not require any portion of the Scraper, Rifle Range, Dump #1, and Dump #2 sites. However, the route will subject these sites to increased vehicle generated noise and air pollutants.

The visual impact on Fort Union would be similar to that of Alternate C.

Navigation Impacts

Originally, the US Coast Guard requested that the proposed structure have 30' of clearance above the bridge reference plane and two 225 navigation channels.

However, the nearest existing upstream structure is the Snowden Bridge. The bridge originally had a lift span above the 293 foot navigation channel. Because of declining river traffic, the lift machinery was removed in 1943 and span secured in the closed position. The clearance above the 2% flowline is approximately 24'.

In addition, the closest existing downstream structure is the Lewis and Clark Bridge located near Williston, North Dakota. The structure has two 225 foot navigation channels with minimum clearance above the 2% flowline of 21 and 28 feet.

Furthermore, the existing river traffic consists mainly of small recreation and fishing boats.

Therefore, because this portion of the Missouri River does not provide water transportation of substantial interstate or foreign commerce, is not susceptible for use in its natural condition, and is not susceptible to use by reasonable improvement, the proposed 30 feet of vertical clearance is not necessary.

The gradeline now proposed will provide a minimum of 10' of clearance within the river channel above the bridge reference plane elevation, which is about 24 feet above the low water reference plane, or about 9' above the 2% flowline. This proposal will provide for recreational use of the river.

Flood Hazard Evaluation

Backwater with the proposed bridge was to be computed using the 1970 Federal Highway Administration Manual "Hydraulics of Bridge Waterways." This program uses Manning's Equation for determining water surface elevations without any bridge obstructions. Headwater buildup due to approach embankments, piers and other obstructions is then calculated. This value is the backwater or headwater buildup that can be expected for the given structure.

These calculations were preformed for Alternates A, C, and E. The results are as follows:

1. Alternate A: 100 year flood elevation - 1888
Backwater calculation - 0.11 feet
2. Alternate C: 100 year flood elevation - 1878
Backwater calculation - 0.07 feet
3. Alternate E: 100 year flood elevation - 1874
Backwater calculation - 0.03 feet

A backwater analysis was performed for Alternate D using the lower profile structure selected. The calculations show that the proposed structure will cause approximately a 0.1 foot rise in the 100 year flood.

Therefore, the backwater calculations reveal that the effect on the 100 year flood is minute and therefore, this project will have no adverse flood impacts.

However, the 100 year flood will overtop the south approaches for Alternates B through F, which includes the selected alternate. Alternate routes through Williston, North Dakota or Culbertson, Montana, are available, but will add considerable mileage to trip length.

The existing land use in the project area is farmland and is not expected to change as a result of this project. Therefore, this improvement will not encourage incompatible land use within the floodplain.

Alternate D will require approximately 5 acres of floodplain habitat. This is a very minor amount when compared to the total available acreage. In addition, this project will not encourage any development that will result in the destruction of additional habitat. Therefore, the proposed project will have minimal negative biological floodplain impacts.

As a result of the preceding discussion, it can be determined that this project is not a significant encroachment as defined in Federal Highway Program Manual 6-7-3-2 and therefore, this project is compatible with Executive Order 11988, "Flood Plain Management".

DISTRIBUTION OF DRAFT EIS

Distribution for Comments:

Comments Received

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Associate Planner
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1st Floor, Liberty Memorial Building
Bismarck, ND 58505

Exhibit AA

Mr. Douglas Eiken
Director
State Parks & Recreation
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Mandan, ND 58554

Mr. James Sperry, State Historic
Preservation Officer and Superintendent
State Historical Society
Memorial Building
Capitol Grounds
Bismarck, ND 58505

Exhibit BB

Mr. Vern Fahy, Chief Engineer
State Water Commission
900 E. Boulevard
Bismarck, ND 58505

Exhibit CC

Mr. Larry Kruckenberg, Commissioner
State Game and Fish Department
2121 Lovett Avenue
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Mr. Gene A. Christianson
Chief, Environmental Health &
Engineering Services
State Health Department
Capitol Building
Bismarck, ND 58505

Exhibit DD

N.D. Economic Opportunity Office
18th Floor, Capitol Building
Bismarck, ND 58505

U.S. Economic Development Administration
U.S. Post Office & Federal Building
Bismarck, ND 58501

Assistant Secretary, Program Policy
Attn: Director, Environmental Project Review
Department of Interior
Washington, D.C. 20240

Exhibit EE

(13)

U.S. Department of Agriculture
Office of Secretary
Washington, D.C. 20250

- (5) Environmental Protection Agency
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Denver, CO 80203

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Exhibit MM

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- (6) Mr. Robert J. Stern, Acting Director
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Exhibit GG

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Executive Director
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P.O. Box 417
Bismarck, ND 58501

Mr. William Meier, Chairman
Williams County Commissioners
511 14th Avenue West
Williston, ND 58801

Mr. David Jones, Chairman
McKenzie County Commissioners
Keene, ND 58847

Mon-Dak Bridge Association
Buford Route
Williston, ND 58801

Mr. Robert Gregg, Manager
Lower Yellowstone Project Board of Control
7th Avenue SW
Sidney, MT 59270

Water and Power Resources Service
P.O. Box 1017
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Mr. Ed Duffey
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Williston, ND 58801

Mr. Bill Wellman
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Mr. Glenn Scott, Executive Director
N.D. Council on the Arts and Humanities
Department of English
North Dakota State University
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Williston, ND 58801

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Mr. Alan Lessler
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Williston Basin RC & D
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Mr. Donald D. Thomas, Director
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St. Paul, MN 55101

U.S. Department of the Interior
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Special Assistant to the Secretary
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Regional Director
Rocky Mountain Region
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Mr. Clarence G. Carlson
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Federal Aviation Administration
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Aurora, CO 80010

U.S. Department of the Interior
U.S. Geological Survey, WRD
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Bureau of Mines
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Spokane, WA 99207

U.S. Environmental Protection Agency
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U.S. Department of the Interior
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Exhibit KK

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Commander (OAN)
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Mr. Gary Frey
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Exhibit PP

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Area Manager
U.S. Fish and Wildlife Service
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316 North 26th Street
Billings, MT 59103

Comments and Coordination

On January 10, 1980 a public meeting was held in Williston, North Dakota concerning this project. There were many representatives of businesses and organizations and individuals present. Those participating in the meeting expressed a nearly unanimous opinion that the project should proceed as soon as possible.

In late January 1980 North Dakota and Montana signed a Memorandum of Understanding detailing each states duties in the development of this project.

Letters soliciting views and comments on the proposed project were sent to various federal, state, and local agencies. A copy of the letters and a list of agencies to whom it was sent is included in this report as Exhibit A. Comments that were received as a result of this letter and appropriate letters of responses are included as Exhibits B through M.

As a result of early coordination, the North Dakota State Historic Preservation Officer (James Sperry, Superintendent, State Historical Society) recommended that a cultural resource survey be completed. The Department of Anthropology and Archaeology of the University of North Dakota was retained to complete a Class III inventory.

On January 29, 1981, a "Preliminary Study Report" concerning this project was distributed to various agencies and organizations for comments. The Site Supervisor of the Fort Buford Historic Site, the Rocky Mountain Regional Office of the National Park Service, U.S. Army Corps of Engineers, and the Thirteenth District of the U.S. Coast Guard responded with comments. These comments have been considered in the preparation of this report.

On November 12, 1980 a public meeting was held in Fairview, Montana concerning this project. While several individuals expressed a preference for a specific alternate, they were nearly unanimous in that they would support the project whatever alternate was ultimately selected.

On August 6, 1981, a public hearing concerning this project was conducted in Trenton, North Dakota and later the same date at Fairview, Montana.

At the hearing in Trenton, the comments were nearly unanimous in favor of the project with the vast majority favoring an alternate in North Dakota. At the Fairview hearing, the most of the comments favored the project, but some of the local landowners favored the alternate in Montana.

LIST OF PREPARERS

NORTH DAKOTA STATE HIGHWAY DEPARTMENT PERSONNEL

1. Ronald Blaufuss - Environmental Engineer
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 - b) Eight years experience as an appraiser - North Dakota State Highway Department
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 - d) Several ASFM and RA and AIREA appraisal courses
3. Otto Wolf - Appraiser
 - a) 3½ years right of way appraiser, North Dakota State Highway Department
 - b) 4 years District Manager - sales supervisor at NaChurs Plat Food Company, Marian, Ohio
 - c) 4 years County Director of Tax Equalization, Grant County, North Dakota
 - d) Several special appraisal courses.
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 - c) One and one-half years experience as a Biologist Technician for the US Fish and Wildlife Service (specializing in refuge management and habitat evaluation)
 - d) One and one-half years experience as a biologist with the North Dakota State Highway Department - specializing in Impact Assessment, Environmental Coordination, and environmental programs and mitigation/compensation for highway related impacts.

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 - a) International Correspondence Schools
 - b) Professional Engineer License - Montana
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9. Glen Howe, Engineer in Training - Department of Highways
 - a) Bachelor of Science Degree in Civil Engineering - North Dakota State University
 - b) Engineer in Training License - Montana
 - c) Highway engineering experience - 1 year Montana Department of Highways

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APPENDIX I

Solicitation of Views and Responses
and
Comments on Draft EIS



100-7-058(01)007
100-7-058(01)007
100-7-058(01)007
100-7-058(01)007
100-7-058(01)007

May 5, 1980

NORTH DAKOTA PROJECT SAP-7-058(01)007; MON-DAK BRIDGE
MONTANA PROJECT TQS-469-1(1)2

North Dakota and Montana are beginning the planning process for constructing a bridge over the Missouri River in Williams and McKenzie Counties in North Dakota or Roosevelt and Richland Counties in Montana. This structure will provide for highway traffic currently using the structure known as the "Snowden Bridge".

The existing structure is a combination railroad and highway bridge built in 1913, owned by the Burlington Northern Railroad and wide enough for only one way traffic of one single type, train or vehicle.

In North Dakota, four alternate routes are presently being considered. One route is being considered in Montana. The locations are shown on the attached aerial photographs.

This project will require the construction of approach roads to the new structure. These roads are on new alignment and therefore will require the purchase of right of way. This improvement will connect N.D. Highway 58 with Lewis and Clark Highway 1804.

To ensure that all social, economic, and environmental effects are considered in the development of this project we are soliciting your views and comments on the proposed project pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property which your Department may own or have an interest in and which would be adjacent to our proposed highway improvement or permits required. We would also appreciate being made aware of any proposed developments your Department may be contemplating in the areas under consideration for the proposed highway facility. Any information that might help us in our studies would be appreciated.

Mon-Dak Bridge Project
May 5, 1980
Page 2

North Dakota is responsible for contacting federal and North Dakota state and local agencies. Montana will contact state and local agencies and groups in Montana.

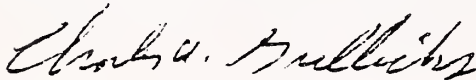
A listing is included indicating those agencies and individuals who are being notified by each state. If you are aware of other agencies, groups or individuals that might be affected or concerned and are not on this list, please let us know and we will contact them.

Information or comments relating to environmental or other matters that you might furnish will be used in determining if this project is a "categorical exclusion" or whether an "Environmental Assessment" or a "Draft Environmental Impact Statement" will be prepared.

It is requested that any comments or information be forwarded to our office on or before June 15, 1980. If no reply is received by this date it will be assumed you have no comment on this project.

If you have any questions or desire more information, you may contact our office in Bismarck, North Dakota at 701-224-2515.

NORTH DAKOTA STATE HIGHWAY DEPARTMENT,



Charles A. Gullicks, P.E.
Programming and Surveys Engineer

smh
Encls.

May 5, 1980

NORTH DAKOTA PROJECT SAP-7-058(01)007; MON-DAK BRIDGE
MONTANA PROJECT TQS-469-1(1)2

This is to request that your agency be a cooperating agency in the development of the appropriate environmental document for the subject project.

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Mon-Dak Bridge Project
May 5, 1980
Page 2

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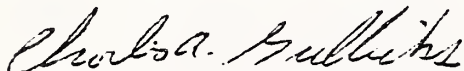
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It is requested that any comments or information be forwarded to our office on or before June 15, 1980. If no reply is received by this date it will be assumed you have no comment on this project.

If you desire to have a representative attend a field review of this project, please let this office know and we will furnish a schedule of this review. You may contact our office in Bismarck, North Dakota at 701-224-2515.

NORTH DAKOTA STATE HIGHWAY DEPARTMENT,



Charles A. Gullicks, P.E.
Programming and Surveys Engineer

smh
Encls.

May 5, 1980

Mr. Gene A. Christianson
Chief, Environmental Health
and Engineering Services
State Health Department
Capitol Building
Bismarck, ND 58505

NORTH DAKOTA PROJECT SAP-7-058(01)007; MON-DAK BRIDGE
MONTANA PROJECT TQS-469-1(1)2

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Mr. Gene A. Christianson
May 5, 1980
Page 2

North Dakota is responsible for contacting federal and North Dakota state and local agencies. Montana will contact state and local agencies and groups in Montana.

A listing is included indicating those agencies and individuals who are being notified by each state. If you are aware of other agencies, groups or individuals that might be affected or concerned and are not on this list, please let us know and we will contact them.

The following tabulation shows the present Average Daily Traffic Volumes (ADT), the expected ADT once the new facility is completed and the expected ADT in the year 2004.

Present ADT	ADT Upon Completion of Improvement	20 Year Forecast ADT
155	170	440

We believe that these volumes are not of the magnitude that would result in the violation of any Air Quality Standards and that the project is consistent with the State Implementation Plan for air quality.

Your concurrence in this determination is requested.

Information or comments relating to environmental or other matters that you might furnish will be used in determining if this project is a "categorical exclusion" or whether an "Environmental Assessment" or a "Draft Environmental Impact Statement" will be prepared.

It is requested that any comments or information be forwarded to our office on or before June 15, 1980. If no reply is received by this date it will be assumed you have no comment on this project.

If you have any questions or desire more information, you may contact our office in Bismarck, North Dakota at 701-224-2515.

NORTH DAKOTA STATE HIGHWAY DEPARTMENT,



Charles A. Gullicks, P.E.
Programming and Surveys Engineer

smh
Encls.

May 5, 1980

State Conservationist
U.S. Department of Agriculture
PO Box 1458
Bismarck, ND 58501

NORTH DAKOTA PROJECT SAP-7-Q58(01)007; MON-DAK BRIDGE
MONTANA PROJECT TQS-469-1(1)2

North Dakota and Montana are beginning the planning process for constructing a bridge over the Missouri River in Williams and McKenzie Counties in North Dakota or Roosevelt and Richland Counties in Montana. This structure will provide for highway traffic currently using the structure known as the "Snowden Bridge".

The existing structure is a combination railroad and highway bridge built in 1913, owned by the Burlington Northern Railroad and wide enough for only one way traffic of one single type, train or vehicle.

In North Dakota, four alternate routes are presently being considered. One route is being considered in Montana. The locations are shown on the attached aerial photographs.

This project will require the construction of approach roads to the new structure. These roads are on new alignment and therefore will require the purchase of right of way. This improvement will connect N.D. Highway 58 with Lewis and Clark Highway 1804.

To ensure that all social, economic, and environmental effects are considered in the development of this project we are soliciting your views and comments on the proposed project pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property which your Department may own or have an interest in and which would be adjacent to our proposed highway improvement or permits required. We would also appreciate being made aware of any proposed developments your Department may be contemplating in the areas under consideration for the proposed highway facility and whether or not this project will have any effect on prime farm land. Any information that might help us in our studies would be appreciated.

State Conservationist
May 5, 1980
Page 2

North Dakota is responsible for contacting federal and North Dakota state and local agencies. Montana will contact state and local agencies and groups in Montana.

A listing is included indicating those agencies and individuals who are being notified by each state. If you are aware of other agencies, groups or individuals that might be affected or concerned and are not on this list, please let us know and we will contact them.

Information or comments relating to environmental or other matters that you might furnish will be used in determining if this project is a "categorical exclusion" or whether an "Environmental Assessment" or a "Draft Environmental Impact Statement" will be prepared.

It is requested that any comments or information be forwarded to our office on or before June 15, 1980. If no reply is received by this date it will be assumed you have no comment on this project.

If you have any questions or desire more information, you may contact our office in Bismarck, North Dakota at 701-224-2515.

NORTH DAKOTA STATE HIGHWAY DEPARTMENT,



Charles A. Gullicks, P.E.
Programming and Surveys Engineer

smh
Encls.

Solicitation of Views
 Montana Project TQS-469-1(1)2
 North Dakota Project SAP-7-058()
 MonDak Bridge

AGENCIES AND GROUPS TO BE CONTACTED BY NORTH DAKOTA

Federal Agencies

U.S. Department of the Interior
 Heritage Conservation & Recreation Service
 Regional Director, Mid-Continent Region
 P.O. Box 25387, Building 41
 Denver Federal Center
 Denver, CO 80225

U.S. Department of the Interior
 Missouri River Basin
 Special Assistant to the Secretary
 Room 688, Building 67
 Denver Federal Center
 Denver, CO 80225

Federal Housing Administration
 Housing and Urban Development
 Office of the Director
 Federal Office Building
 301 South Park Avenue, Drawer 10095
 Helena, MT 59601

*U.S. Department of Transportation
 United States Coast Guard
 Commander (OAN)
 Thirteenth Coast Guard District
 915 Second Avenue
 Seattle, WA 98174

*Department of the Army
 Omaha District Corps of Engineers
 7410 U.S. Post Office & Courthouse
 Omaha, NB 68102

*U.S. Department of the Interior
 National Park Service
 Regional Director
 Rocky Mountain Region
 Box 25287, 655 Parfet Avenue
 Denver, CO 80215

Environmental Protection Agency
 Deputy Regional Administrator
 Region VIII
 Suite 900, 1960 Lincoln Street
 Denver, CO 80203

U.S. Department of the Interior
 U.S. Geological Survey; MS-104
 Chief, Environmental Impact Assessment
 Program
 Reston, VA 22092

U.S. Department of the Interior
 Bureau of Land Management
 Montana State Office
 P.O. Box 30157
 Billings, MT 59107

U.S. Department of Transportation
 Federal Aviation Administration
 Rocky Mountain Region, A.R.M. 615
 10455 East 25th Avenue
 Aurora, CO 80010

*Federal Emergency Management Agency
 Region VIII
 Denver Federal Center
 Building 710
 Denver, CO 80225

U.S. Department of the Interior
 U.S. Geological Survey, WRD
 Federal Building, Room 428, Drawer 10076
 301 South Park Avenue
 Helena, MT 59601

U.S. Department of the Interior
 Bureau of Mines
 Chief, Western Field Operation Center
 East 315 Montgomery
 Spokane, WA 99207

*U.S. Department of the Interior
 Water & Power Resources Service
 Regional Director, Region U M
 P.O. Box 2553, Federal Office Building
 Billings, MT 59103

Water and Power Resources Service
 P.O. Box 1017
 Bismarck, ND 58501

Federal Agencies to be contacted by North Dakota
Continued:

U.S. Coast Guard
Second Coast Guard District
1520 Market Street
St. Louis, MO 63103

Mr. Jerry Hannon
Acting Regional Administrator
Department of Housing & Urban Development
Regional Office
Executive Tower
1405 Curtis Street
Denver, CO 80202

*Mr. Gilbert E. Key
Area Manager
U.S. Fish and Wildlife Service
P.O. Box 1897
Bismarck, ND 58501

State Conservationist
U.S. Department of Agriculture
P.O. Box 1458
Bismarck, ND 58501

U.S. Economic Development Administration
U.S. Post Office and Federal Building
Bismarck, ND 58501

Mr. Russ Harkness
U.S. Geological Survey
Water Resources Division
821 East Interstate Avenue
Bismarck, ND 58501

North Dakota State Agencies and Groups

Bonnie Banks
Associate Planner
State Clearinghouse
1st Floor, Capitol Building
Bismarck, ND 58505

Dr. Robert M. Horne, Director
North Dakota Parks & Recreation Department
Route 2, Box 139
Mandan, ND 58554

*Mr. James Sperry, State Historic Preservation Officer and Superintendent
State Historical Society
Memorial Building
Capitol Grounds
Bismarck, ND 58505

Mr. Vern Fahy, Chief Engineer
State Water Commission
900 East Boulevard
Bismarck, ND 58505

*Mr. Larry Kruckenberg, Commissioner
State Game and Fish Department
2121 Lovett Avenue
Bismarck, ND 58501

Mr. Calvin C. Helm
North Dakota Wildlife Federation, Inc.
RR 1, Carufel Addition
Bismarck, ND 58501

*Mr. Gene A. Christianson
Chief, Environmental Health & Engineering Services
State Health Department
Capitol Building
Bismarck, ND 58505

Mr. Ron Soderberg
Executive Director
North Dakota Association of Counties
P.O. Box 417
Bismarck, ND 58501

Institute of Ecological Studies
University of North Dakota
Grand Forks, ND 58202

Mrs. Cynthia Andre
Sierra Club
Box 66
Judson, ND 58548

North Dakota Economic Opportunity Office
18th Floor, Capitol Building
Bismarck, ND 58505

Mr. Clarence G. Carlson
North Dakota Geological Survey
University Station
Grand Forks, ND 58202

North Dakota State Agencies and Groups
Continued:

Mr. Glenn Scott, Executive Director
N.D. Council on the Arts and Humanities
Department of English
North Dakota State University
Fargo, ND 58102

Adjutant General
North Dakota National Guard
Fraine Barracks
Bismarck, ND 58501

*Mr. Lloyd A. Johnson, Chairman
Williams County Commissioners
511 14th Avenue West
Williston, ND 58801

*Mr. Peter Eikren, Chairman
McKenzie County Commissioners
Alexander, ND 58831

Mr. Leroy Anseth
Williams County Water Management District
Williston, ND 58801

Mr. Christ Wehrung, Secretary
McKenzie County Water Management Board
Box 543
Watford City, ND 58854

Mr. Alan Lessler
Executive Director
Williston Basin RC & D
Law Enforcement Center
512 Fourth Avenue E
Williston, ND 58801

Mr. Donald D. Thomas, Director
Public Works Planning
Burlington Northern, Inc.
176 East Fifth Street
St. Paul, MN 55101

AGENCIES AND GROUPS TO BE CONTACTED BY MONTANA

*Department of Health and Environmental
Sciences
Water Quality Bureau
Attn: Mr. Donald G. Willems
Board of Health Building
Helena, MT 59601

*Department of Health and Environmental
Sciences - Air Quality Bureau
Attn: Mr. Henry W. Custin
Environmental Planner
Cogswell Building
Helena, MT 59601

Department of Health and Environmental
Sciences
Mosquito Abatement Advisory Council
Attn: Dr. Kenneth L. Quickenden
Board of Health Building
Helena, MT 59601

Montana Stockgrowers Association
Office of the Secretary
P.O. Box 1679
Helena, MT 59601

Burlington Northern Railroad, Inc.
Rocky Mountain District
Donald M. Nettleton, Director
Timber and Land Management
700 South Avenue West
Missoula, MT 59801

*Department of Fish, Wildlife and Parks
Assistant Administrator
Environment and Information Division
1420 East 6th Avenue
Helena, MT 59601

Environmental Quality Council
Office of the Director
P.O. Box 215
Capitol Post Office
Helena, MT 59601

Sierra Club
Billings-Yellowstone-Basin Group
c/o Sally Hammond
2935 Rimview Road
Billings, MT 59102

EXHIBIT A

Agencies and Groups to be contacted by Montana
Continued:

Department of Community Affairs
Aeronautics Division
P.O. Box 5178
Helena, MT 59601

*Department of Natural Resources and
Conservation
Office of the Director
32 South Ewing
Helena, MT 59601

Montana State University
Department of Anthropology
Attn: Dr. Del Samson
Bozeman, MT 59715

Mountain Bell Telephone Company
Attn: Mr. F. R. Ketron, Staff Supervisor
P.O. Box 1716
Helena, MT 59601

*Montana Historical Society
State Historic Preservation Officer
Veteran's Memorial Building
225 North Roberts
Helena, MT 59601

Fairview Chamber of Commerce
Fairview, MT 59221

Department of State Lands
Office of the Commissioner
1625 - 11th Avenue
Helena, MT 59601

Montana Automobile Association
P.O. Box 4129
Helena, MT 59601

Department of Anthropology
University of Montana
Missoula, MT 59801

The Wilderness Society
4260 East Evans Avenue
Denver, CO 80222

Mr. Richard P. Graetz
P.O. Box 5630
Helena, MT 59601

Montana-Dakota Utilities Company
P.O. Box 2546
Billings, MT 59101

Montana-Dakota Utilities Company
Division Manager
P.O. Box 131
Glendive, MT 59330

*Board of County Commissioners
Richland County Courthouse
Sidney, MT 59210

Fairview School District No. 13
Chairperson: Kenneth DeFor
Fairview, MT 59221

The Honorable Clarence Romo
Mayor of Bainville
Bainville, MT 59212

Roosevelt County Extension Office
P.O. Box 416
Culbertson, MT 59218

Roosevelt County Planning Board
Attn: Kenneth Sage
Poplar, MT 59255

Department of Fish, Wildlife and Parks
Administrator
Recreation and Parks Division
1420 East Sixth Avenue
Helena, MT 59601

Center for Balanced Transportation
P.O. Box 931
Bozeman, MT 59715

Montana State University
Institute of Applied Research
Bozeman, MT 59715

Montana Wildlife Federation
P.O. Box 4373
Missoula, MT 59806

The Honorable Glenn Danielson
Mayor of Fairview
Fairview, MT 59221

Lower Yellowstone REA, Inc.
Box 951
Sidney, MT 59270

Agencies and Groups to be contacted by Montana
Continued:

*Department of Natural Resources and
Conservation
Attn: Administrator
Conservation District Division
32 South Ewing
Helena, MT 59601

U.S. Department of Transportation
Federal Highway Administration
301 South Park Avenue
Drawer 10056
Helena, MT 59601

United States Postmaster
Fairview, MT 59221

United States Postmaster
Bainville, MT 59212

*U.S. Fish and Wildlife Services
Attn: Area Manager
Federal Building, Room 3035
316 North 26th Street
Billings, MT 59101

Burlington Northern Railroad, Inc.
Mr. D. Peinovich, Managing Engineer
2224 Montana Avenue
Billings, MT 59101

Richland County Extension Office
P.O. Box 1028
Sidney, MT 59270

Bainville School District No. 64
Chairperson: Janice Knudsen
Bainville, MT 59212

Richland County Conservation District
P.O. Box 312
Sidney, MT 59270

Roosevelt County CD
Secretary - Phyllis Traeger
Culbertson, MT 59218

*Roosevelt County Commissioners
Roosevelt County Courthouse
Wolf Point, MT 59201

*These agencies are specifically being invited to cooperate in the
development of the appropriate environmental document for the subject
project.



United States Department of the Interior

NATIONAL PARK SERVICE ROCKY MOUNTAIN REGIONAL OFFICE

655 Parfet Street

P.O. Box 25287

Denver, Colorado 80225

IN REPLY REFER TO:

L7621 (RMR)PC

MAY 14 1980

Mr. Charles A. Gullicks
Programming and Surveys Engineer
North Dakota State Highway Department
Bismarck, North Dakota 58505

SAP-7-058(01)007
5-14-80 L-1-R
NPS AREA MANAGER
58

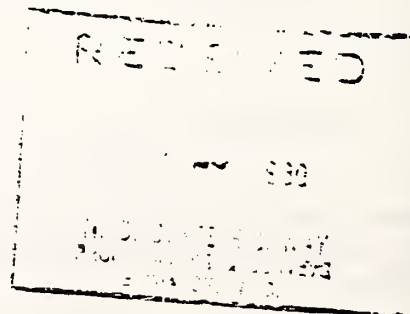
Dear Mr. Gullicks:

As you have requested in your letter of May 5, the National Park Service will be pleased to cooperate with you in preparing environmental documentation for North Dakota Project SAP-7-058(01)007; MonDak Bridge.

Mr. William E. Wellman, the Area Manager for Fort Union Trading Post National Historic Site will be the Service representative for this project. As his funds and travel restrictions permit, Mr. Wellman will furnish information and expertise as you may request for the environmental document. His mailing address is Buford Route, Williston, North Dakota 58801. His telephone number is 701-572-9083.

Sincerely yours,

Richard A. Strait
Associate Regional Director,
Planning and Resource Preservation





DEPARTMENT OF THE ARMY
OMAHA DISTRICT CORPS OF ENGINEERS
6014 U.S. POST OFFICE AND COURTHOUSE
OMAHA, NEBRASKA 68102

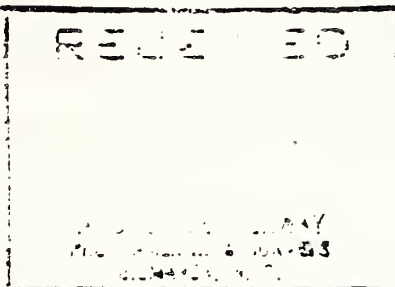
REPLY TO
ATTENTION OF:

SAP-7-0531
5-16-80 Section 404
CORPS and Coast Guard
59 Permits required

MROPD-A

16 May 1980

Mr. Charles A. Gullicks
Programming and Surveys Engineer
North Dakota State Highway Department
Capitol Grounds
Bismarck, ND 58505



Dear Mr. Gullicks:

We reviewed your maps and are responding to your letter dated 5 May 1980 in which the Mon-Dak Bridge project is discussed. The proposed action wherever it may cross the Missouri River will require a Department of the Army permit pursuant to Section 404 of the Clean Water Act in the event there is any placement of fill material including cast-in-place concrete within the Missouri River.

A U.S. Coast Guard Permit is required prior to constructing a bridge over a designated navigable water of the United States. The Missouri River eastward of Three Forks, Montana is navigable.

When the need for a 404 permit is apparent, the following laws and guidelines must also be adhered to.

- a. Endangered Species Act, as amended.
- b. Fish and Wildlife Coordination Act.
- c. Cultural Resources 36 CFR 800 (adherence to these guidelines also encompasses any borrow pits--the contents of which are to be used for road construction).

Thank you for including us in your planning process and we look forward to receiving further data from your office.

Sincerely,

JOHN E. VELEHRADSKY
Chief, Planning Division



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH 98174
PHONE (206) 442 86

16591
Serial 262
19 May 1980

North Dakota State Highway Department
ATTN: Mr. Charles A. Gillicks, P.E.
Programming and Surveys Engineer
Capitol Grounds
Bismark, North Dakota 58505

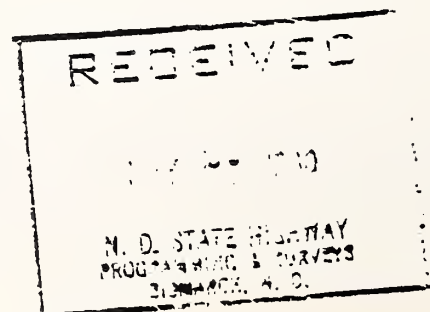
SAP-7-053()007
5-19-80 Lefler
uses Permit Required
60 two Districts
involved
RE: Mon-Dak Bridge Project

Gentlemen:

Your letter of 5 May 1980 advised this office of a proposal to construct a bridge across the Missouri River in either the State of North Dakota or Montana depending upon the selection of one of the several alternate routes under consideration. The Missouri River is a navigable water of the United States in the area under consideration and as such is under Coast Guard jurisdiction for bridge permit purposes. A Coast Guard bridge permit will be required for construction of the proposed bridge.

As the Montana/North Dakota State line is also the dividing line between the Second and Thirteenth Coast Guard Districts, interest in the proposed project will be shared by the two Districts with one District ultimately having responsibility for processing a bridge permit application. The Second District has jurisdiction in the State of North Dakota and the Thirteenth District in the State of Montana. It is requested that both Coast Guard Districts be kept advised of developments in the bridge planning process. When a definite route is selected, one of the Districts will assume responsibility for processing the required bridge permit application.

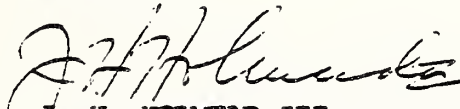
The Coast Guard permit will include the bridge and its approaches to their logical termini, which would appear to cover each of the alternatives in their entirety. Coast Guard environmental considerations would include, but not be limited to effects of the project on the floodplain, wetlands, prime and unique farmlands, historic and archaeological sites, public parks and recreation areas, and wildlife and waterfowl refuges.



16591

The Thirteenth District will not have a representative available to attend a field review, but thank you for this early notification and opportunity to provide comments.

Sincerely,



J. H. HOLMEAD III

Commander, U. S. Coast Guard

Chief, Aids to Navigation Branch

By direction of the District Commander

Copies to: COGD2 (obr)

State of Montana, Dept. of Highways



UNITED STATES
DEPARTMENT OF THE INTERIOR

FISH AND WILDLIFE SERVICE
MONTANA DEPT. OF HIGHWAYS

RECEIVED
Billings Area Office
Federal Building, Room 3035
316 North 26th Street
Billings, Montana 59101

MAY 23 1980

IN REPLY REFER TO:

ES HELENA, MONTANA May 22, 1980

STAP 7-058C
5-22-80
FTW
61

Stephen C. Kologi, P.E., Chief
Preconstruction Bureau
Montana Department of Highways
Helena, MT 59101

TQS 469-1(1) 2
Snowden Bridge

Dear Mr. Kologi:

These comments are provided to assist in your evaluation of the project referenced above.

The construction of a bridge across the Missouri River may require a Corps of Engineers' Section 404 permit. If a permit is required, the Fish and Wildlife Service (FWS) will review the application. We may concur, with or without stipulations, or object to the proposed work depending on the project effects on fish and wildlife resources identified and evident at that time. In this regard, the FWS would normally recommend that work in the channel be timed so as to minimize its impact on fishery resources in the area and that construction machinery be kept out of the wetted channel as much as possible. We would normally oppose any work which would result in a change in the hydraulic characteristics of the channel.

With regard to actual route selection, two areas of concern are the amount of riparian habitat which would be disturbed and the potential impacts on any wetlands in the area. We recommend that impacts to wetlands be avoided if at all possible. The four alternatives in North Dakota would all involve construction across riparian areas along the river which are seasonally flooded during high water. These areas are considered wetlands under the FWS wetland classification system. If fill activity is proposed in a wetland, a Section 404 permit may again be required. The FWS would normally oppose fill activity in a wetland.

We also suggest that the amount of riparian habitat along the Missouri River which would be disturbed by the project be held to a minimum. Of

EXHIBIT E

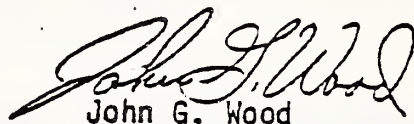
Response to the Fish and Wildlife Service

The determination has been made that this project will not affect any wetlands. The impacts to the floodplain are discussed on page 5-18 of this document.

particular concern would be the avoidance of destruction of mature trees.

We appreciate the opportunity to comment on this proposed project.

Sincerely,


John G. Wood
Acting Area Manager

cc: Director, Montana Department of Fish, Wildlife, and Parks,
Helena, MT
Bismarck Area Office, USFWS, Bismarck, ND (ES)
Regional Director, USFWS, Denver, CO (ENV)

Date Recd. Preconst. <u>5/23/80</u>			
Act	Info	MAIL ROUTE	Initial
		<u>544</u>	
		33 Eng. Capacities	
		34 National Plans	
		35 Gen. Road Design	
		36 Environmental	
		47 Traffic	
		48 Engineering Design	
		49 Administration	
		<u>Borden</u>	
		50	
		51	
		52	
		<u>Russell</u>	



United States Department of the Interior

BUREAU OF LAND MANAGEMENT

222 North 32nd Street

P.O. Box 30157

Billings, Montana 59107

1790 (962)

MAY 3 0 1980

SAP-7-058(01)007
S-30-90 L-1111
B-1-101 Coal Resources
117

Charles A. Gullicks, P.E.
Programming and Surveys Engineer
North Dakota State Highway Department
Capitol Grounds
Bismarck, North Dakota 58505

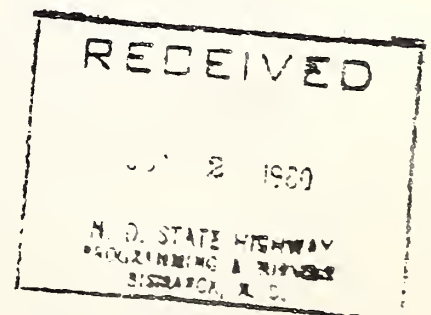
Dear Mr. Gullicks:

Thank you for an opportunity to provide input for your proposed North Dakota Project SAP-7-058(01)007; Mon-Dak Bridge Montana Project TQS-469-1(1)2.

Although the United States does own some of the coal resources in the area, construction of any of the proposed alternative routes will not significantly affect any Bureau program.

Sincerely yours,

Acting Regional Director





SAP-7-0580-007
6-5-80
SIC
67

Wayne G. Sanstead, Lieutenant Governor
FEDERAL AID COORDINATOR

The State of North Dakota
FEDERAL AID COORDINATOR OFFICE
State Capitol
Bismarck, North Dakota 58505

Arthur A. Li
GOVERNOR

(701) 224-2094

June 5, 1980

"LETTER OF CLEARANCE" IN CONFORMANCE WITH OMB CIRCULAR NO. A-95

To: ND Highway Department
STATE APPLICATION IDENTIFIER: 8005071463

Mr. Charles Gullicks, P.E.
Programming & Surveys Engineer
ND Highway Department
Capitol Grounds
Bismarck, ND 58505

Dear Mr. Gullicks:

Subject: Notice by ND Highway Department for Project No. SAP-7-058(01)007;
Mon-Dak Bridge Montana Project TQS-469-1(1)2.

This notice was received in this office on May 7, 1980.

The above referenced notice has been reviewed through the North Dakota State Intergovernmental Clearinghouse in compliance with Office of Management and Budget Circular No. A-95. Based on the results of that review, the State Clearinghouse gives clearance to the project as described.

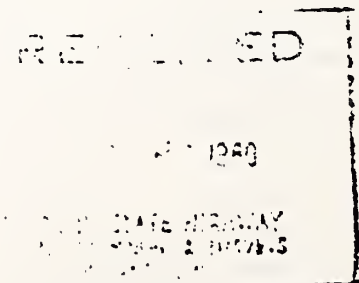
If the proposed project changes in duration, scope, description, budget, location or area of impact, from the project description submitted for review, then it is necessary to submit a copy of the completed application to this office for further review.

Please use the above SAI number for reference to the above project with this office. Your continued cooperation in the review process is much appreciated.

Sincerely yours,

Mrs. Leonard E. Banks
Coordinator
State Intergovernmental Clearinghouse

BAB/gd





DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS

Commander (obr)
Second Coast Guard Dist.
1430 Olive Street
St. Louis, MO 63103
Tel. (314) 425-4607
FTS 279-425-4607

16591.1/1589.0 MO R

6 JUN 1980

Mr. Charles A. Gullicks, P.E.
Programming and Surveys Engineer
North Dakota State Highway Department
Capital Grounds
Bismarck, N.D. 58505

Re: North Dakota Project SAP-7-058 (01) 007; Mon-Dak Bridge Montana Project
TQS-469-1-(1)-2

Dear Mr. Gullicks:

Thank you for your letter of 5 May 1980 inviting our comments on the referenced project for a bridge across the Missouri River (Garrison Reservoir), Mile 1589.0, near Snowden, Montana.

The Montana-North Dakota state line is the boundary between our District and the Thirteenth Coast Guard District. Since one of the four alternate alignments being considered is located in Montana, it is suggested that you afford the Commander, Thirteenth Coast Guard District, Federal Building, 915 Second Avenue, Seattle, Washington 98174, the opportunity to comment on the proposed project.

The General Bridge Act of 1946 requires that the location and plans for bridges over navigable waters of the United States be approved by the Commandant, U.S. Coast Guard prior to commencing construction. The Missouri River is considered to be a navigable waterway of the United States for bridge administration purposes at this location. A Coast Guard Bridge permit will be required.

Applications for approval in this District should be addressed to the Commander, Second Coast Guard District, 1430 Olive St. St. Louis, Missouri 63103, Attn: Bridge Branch. The application should be supported with sufficient information to permit a through assessment of the impact of the proposed work on the environment.

Guide clearances have been established for bridges over the Missouri River at this location. The proposed bridge should provide a minimum of two 225-foot navigation spans over the channel and a minimum vertical clearance of 30 feet above the bridge reference plane in each navigation span.

If you determine that this project requires the preparation of an environmental impact statement, we would like to be designated a cooperating agency for the development of the statement. Our specific area of expertise for this project would be river navigation and the location of the bridge.

RECEIVED

- We appreciate the opportunity to provide input early in the planning stage of this project. We look forward to hearing from you and serving as a cooperating agency.

Sincerely,



S. W. THOROUGHMAN
Chief, Bridge Branch
Second Coast Guard District
By direction of the District Commander

Copy to:
CCGD13(oan)



United States Department of the Interior

NATIONAL PARK SERVICE

Theodore Roosevelt National Memorial Park

Medora, North Dakota 58645

PLY REFER TO:

Fort Union Trading Post National Historic Site

Buford Route

Williston, North Dakota 58801

6 June 1980

Mr. Charles A. Gullicks
Programming and Surveys Engineer
North Dakota State Highway Department
Bismarck, North Dakota 58505

SAP-7-058(01)007
NPS
69

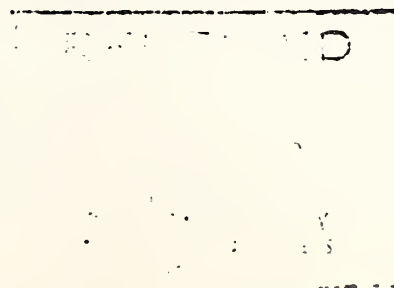
Dear Mr. Gullicks:

As you requested in your letter of May 5, the National Park Service will be pleased to cooperate with you in preparing environmental documentation for North Dakota Project SAP-7-058(01)007; Mon-Dak Bridge.

The principle concern of the National Park Service in regard to this project is the impact on Fort Union Trading Post National Historic Site. Enclosed for your information is a copy of the General Management Plan for Fort Union. This plan contains background information concerning the site and outlines development plans for Fort Union. In reviewing the development plans please note the emphasis placed on protecting the integrity of the historic scene.

At the present time access to Fort Union is extremely poor. Since the proposed Mon-Dak Bridge and associated road system improvements would provide good access to the historic site, the National Park Service would support the project if it can be accomplished without adversely impacting significant historic resources.

Approximately one third of the visitors to Fort Union currently use the Snowden Bridge. As the long range development at Fort Union is completed, visitation will increase sharply from the present 7,000 visitors per year to an estimated 61,000 visitors per year. As the number of visitors who are not familiar with the Snowden Bridge increase, a major safety problem is likely to develop at that bridge. The proposed Mon-Dak Bridge would eliminate this hazard to our visitors.



The location of the proposed bridge is of extreme importance to the National Park Service since the location will determine the impact the structure will have on Fort Union. The following are our comments regarding the alternative locations identified on the aerial photograph (figure 2) which you provided.

Alternative A (Montana): No adverse impact on Fort Union Trading Post National Historic Site is anticipated from a structure at this location.

Alternative B: A bridge at this location would cause a major intrusion on Fort Union Trading Post National Historic Site. As noted earlier, one of the principle concerns of the National Park Service in planning for the development of Fort Union was the protection of the historic scene. We would strongly oppose construction of a bridge at alternative B since a structure at that location would destroy the integrity of the historic scene and would nullify the effectiveness of our development plans for the site.

Alternative C: A bridge at this location would also cause an intrusion on the historic site, but to a lesser extent than at location B.

Alternative D: A bridge at this location would have some visual impact on the historic site. However, depending on the design of the structure, this impact would probably be successfully mitigated.

Alternative E: No adverse impact on Fort Union Trading Post National Historic Site is anticipated from a structure at this location.

We feel that in selecting the location for the Mon-Dak Bridge consideration should be given to the fact that the Yellowstone/Missouri Confluence is one of the most historically significant areas in the western United States. Located two miles east of Fort Union, Fort Buford which is administered by the North Dakota Historical Society may be adversely affected by the proposed bridge.

In addition to Fort Union and Fort Buford, the following were located near the Yellowstone/Missouri Confluence: Fort Henry, Camp Barbour, Fort William, Fort Mortimer and Camp Humphreys. While the exact location of most of these sites is presently unknown and the extent of archeological remains, if any, is also unknown, you should be aware of the concentration of historic sites in the confluence area.

You should also be aware that the present Yellowstone/Missouri Confluence is not at the same location as the historic confluence. For your use we are enclosing a copy of "Notes on the Historical Cartography of the Vicinity of Fort Union, North Dakota" by W. Raymond Wood which may assist you in assessing the potential impact of the proposed bridge on the area of the historic confluence.

Thank you for the opportunity to comment on this project. We would appreciate being advised of any meetings or further developments concerning this project.

Sincerely,

William E. Wellman

William E. Wellman
Area Manager, Fort Union Trading Post
National Historic Site

Enclosures 2



United States Department of the Interior

WATER AND POWER RESOURCES SERVICE

~~BUREAU OF RECLAMATION~~

Upper Missouri Region

P.O. Box 2553

Billings, Montana 59103

IN REPLY
REFER TO: UM-430
561.

JUN 9 1980

UMP 7-558-1007
6-7-80
501 on production
70

Mr. Charles A. Gullicks
Programing and Surveys Engineer
North Dakota State Highway Department
Capitol Grounds
Bismarck, North Dakota 58505

Dear Mr. Gullicks:

Thank you for your letter dated May 5, 1980, in which you informed us of your five proposed alternate routes for a bridge across the Missouri River.

The proposed routes will cross irrigation facilities in which the Water and Power Resources Service has an interest. The Service also is in the process of entering into a Rehabilitation and Betterment program with the Lower Yellowstone Project Board of Control which means that there may be some construction activity on or near your proposed routes.

If you cross any irrigation facility or any U.S. Government easement, you will have to obtain a license to cross from the Service. This would entail involving the Service in your planning after you have chosen the best alternate route. Also, if the new highway takes any irrigated lands out of production, appropriate compensation must be made.

A copy of your May 5, 1980, letter and aerial photographs should be sent to:

Robert Gregg, Manager
Lower Yellowstone Project Board of Control
7th Avenue S.W.
Sidney, Montana 59270

Sincerely yours,

ASSISTANT

James A. Sawlings

Regional Director



United States Department of the Interior

FISH AND WILDLIFE SERVICE
 AREA OFFICE—NORTH DAKOTA
 1500 CAPITOL AVENUE
 P.O. BOX 1897
 BISMARCK, NORTH DAKOTA 58501

JUN 9 1980

SAP-7-058(01)007
 1-1-80
 F&W
 11

Mr. Charles A. Gullicks, P.E.
 Programming and Surveys Engineer
 North Dakota State Highway Department
 Bismarck, North Dakota 58505

Re: Project SAP-7-058(01)007
 Mon-Dak Bridge

Dear Mr. Gullicks:

The Fish and Wildlife Service has no land interests or proposed developments adjacent to the above referenced project. We have no specific information at this time concerning the relative environmental merits of the four alternate routes being considered.

Pursuant to your request to be a cooperating agency, we will provide assistance to the extent that our manpower and funds permit. We will be able to respond more fully concerning the extent of our participation when we are apprised of anticipated requirements.

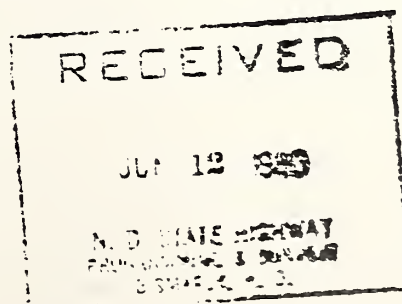
Construction of a bridge across the Missouri River may require a Corps of Engineers Section 404 permit, in addition to a Coast Guard bridge permit. Fish and Wildlife Service recommendations regarding the selection of alternates and construction methods will involve the principal concerns of avoiding and/or minimizing impacts to the Missouri River channel, adjacent wetlands, and woody riparian vegetation.

Thank you for the opportunity to comment on this proposed bridge construction project.

Sincerely yours,

Gilbert E. Key

Gilbert E. Key
 Area Manager





United States
Department of
Agriculture

Soil
Conservation
Service

P. O. Box 1458
Bismarck, ND
58502

June 13, 1980

Mr. Charles A. Gullicks, P. E.
Programming and Surveys Engineer
North Dakota State Highway Department
Capitol Grounds
Bismarck, ND 58505

SAP-7-058(01)007	
2-3-80	Respect
2-3-80	to file. of
2-3-80	views

Dear Mr. Gullicks:

The Soil Conservation Service has reviewed the map of North Dakota project SAP-7-058(01)007.

With regards to prime farmland--all areas that are presently irrigated are prime farmland. The alternative passing through the least amount of irrigated land would therefore have the least impact on prime farmland.

If you so desire a map indicating these areas, please contact Charles Mumma, Assistant State Conservationist, Water Resources, P. O. Box 1458, Bismarck, ND (255-4011, Ext. 441).

Sincerely,

J. Michael Nethery
J. Michael Nethery
State Conservationist

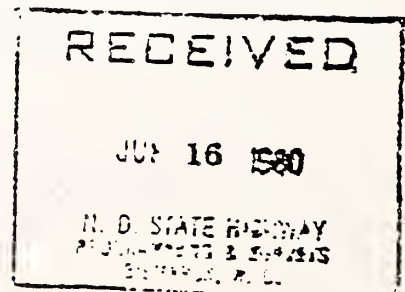


EXHIBIT M
Lower Yellowstone Irrigation
District No. 2
SIDNEY, MONTANA

6-17-80 MAF
IRRIGATION
75

22-10

June 17, 1980

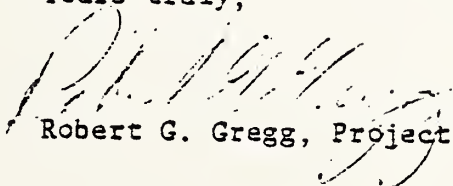
Mr. Charles A. Gullicks, P. E.
Programming & Survey Engineer
North Dakota Highway Dept.
Bismarck, N. D.

Dear Sir:

I am enclosing a copy of the aerial photo which you sent me of possible relocation of a bridge over the Missouri River in Williams & McKenzie Counties in N. D. I have marked in red the present location of the Lower Yellowstone Irrigation Projects Dist. #2 irrigation facilities, consisting of laterals and drain ditches in the affected area.

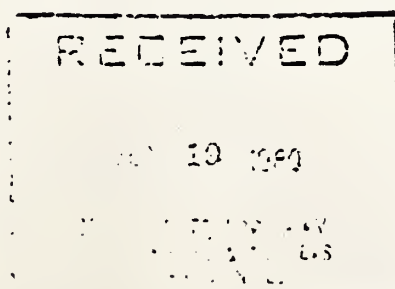
Hoping this may be of value to you.

Yours truly,

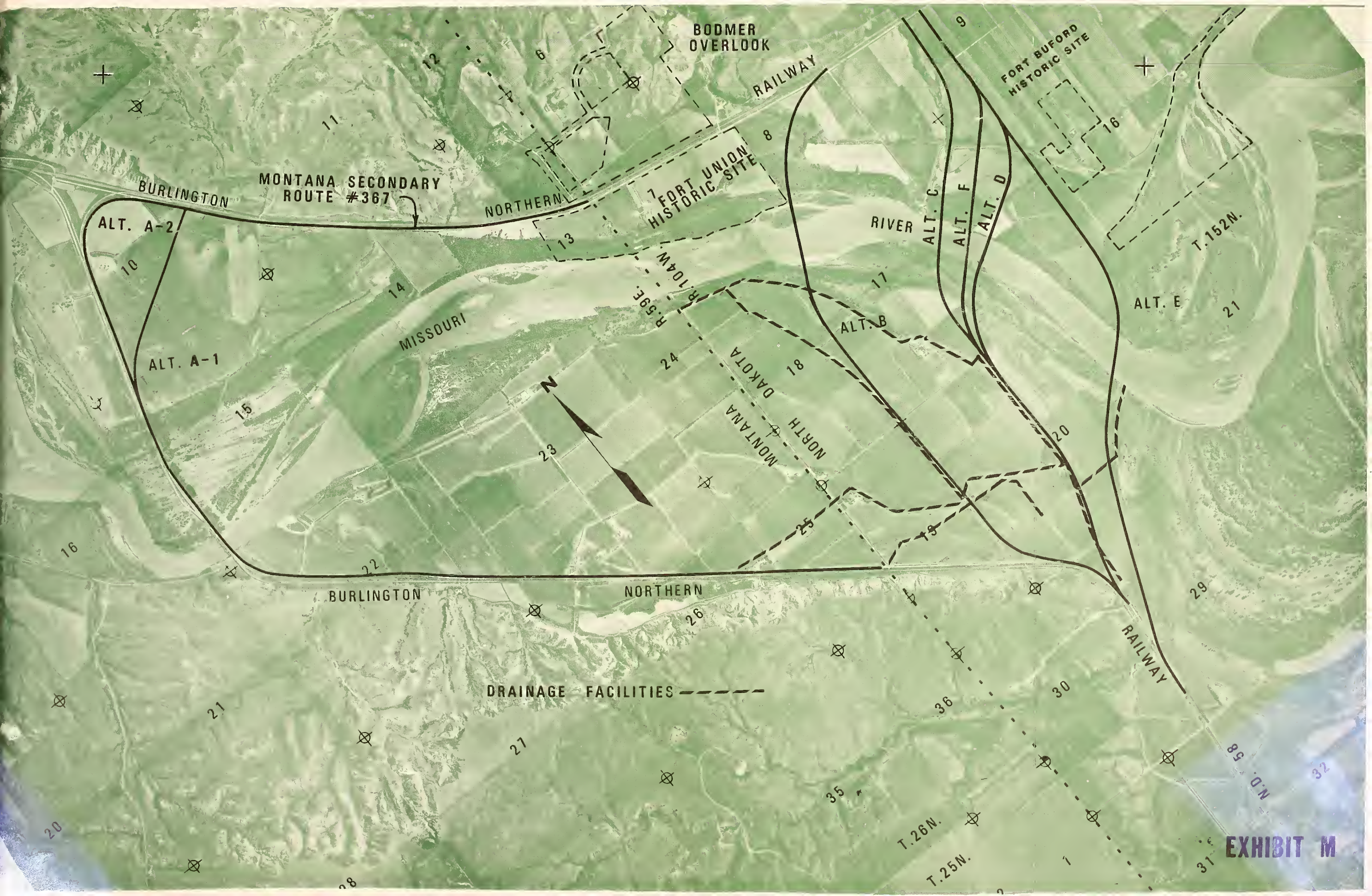

Robert G. Gregg, Project Mgr.

RGG/jr

Enclosure







9-16-80 Letter
Mont Cultural
Resources
STOIPRO SPEC

THOMAS L. JUDGE, GOVERNOR

STATE OF MONTANA

HELENA, MONTANA 59600

September 16, 1980.

TQS-469-1(01)2
MonDak Bridge

Charles A. Gullicks, P.E.
Programming and Surveys
North Dakota State
Highway Department
Capitol Grounds
Bismarck, ND 58505

Dear Mr. Gullicks:

Thank you for the opportunity to review the MonDak Bridge project draft cultural resource reconnaissance report. In terms of identifying potentially impacted cultural resources along proposed corridor alternates, we find the report acceptable. However, we think potential impacts on the existing Snowden Bridge may be a more serious matter than the report indicates. The structure is currently being evaluated by Mr. Fred Quivick as part of our Historic Bridge Inventory, and we expect his report soon. As you are doubtlessly aware, Snowden Bridge is privately owned and cannot be nominated to the National Register of Historic Places without the owners' cooperation. While there is apparently little reason to expect cooperation from Burlington Northern in this matter, it is possible to seek a determination of eligibility for the bridge apart from actual nomination. We are presently exploring the feasibility of this action in consultation with the Montana State Historic Preservation Office and will inform you should a decision be made to proceed with the determination of eligibility.

There are several additional points we would like to stress with respect to the recommended selection of the Montana alternate. First, future expansion of the existing roadway through Nohly and upgrading of the sections through MonDak may vastly increase potential impacts on historical resources in these areas. Secondly, the lithic scatter southeast of Nohly townsite noted in Dr. Schneider's report may also be subject to impact in the future. Should the Montana alternate be selected, this location will probably have to be tested.

Besides potential impacts on cultural resources, a local landowner, Mr. William O. Berry, has brought to our attention the fact that the Northern Tier Pipeline is slated to pass quite near the proposed Montana alternate MonDak Bridge construction site. According to Mr. Berry, construction which might disturb the pipeline is prohibited by law within 200 feet on either side of the Northern Tier's 75 foot right-of-way. This should be considered before finalizing route

Charles A. Gullicks
September 16, 1980
Page 2

selection. Ralph Boland of the Montana Department of Fish, Wildlife & Parks has also advised us of information from their Glasgow Regional Office which indicates the proposed route of the Montana alternate will significantly impact wildlife habitat on the north side of the river. They have requested that we consider realigning to avoid this adverse impact.

We hope these remarks prove useful. Again, thank you for the opportunity to comment.

Very truly yours,

S. C. Kologi, P.E.
Chief, Preconstruction Bureau

SKC:KMH:cg:6C

cc: Don Anderson
V. D. Borden
B. Russell

RECEIVED

SEP 16 1980



United States Department of the Interior

FISH AND WILDLIFE SERVICE

AREA OFFICE—NORTH DAKOTA

1500 CAPITOL AVENUE

P.O. BOX 1897

BISMARCK, NORTH DAKOTA 58501

January 8, 1981

Mr. Marvin I. Espeland, P.E.
Division Administrator
Federal Highway Administration
P.O. Box 1755
Bismarck, North Dakota 58501

Dear Mr. Espeland:

This responds to your letter of December 22, 1980, regarding project No. SAP-7-058()007 (Snowden Bridge) effects on endangered species. We concur with your assessment that the proposed project will not likely adversely affect whooping cranes, bald eagles and peregrine falcons or their critical habitat. This concludes the consultation process relative to the project unless there are additions to the threatened or endangered species list prior to project action.

Thank you for your cooperation.

Sincerely yours,

Gilbert E. Key

Gilbert E. Key
Area Manager



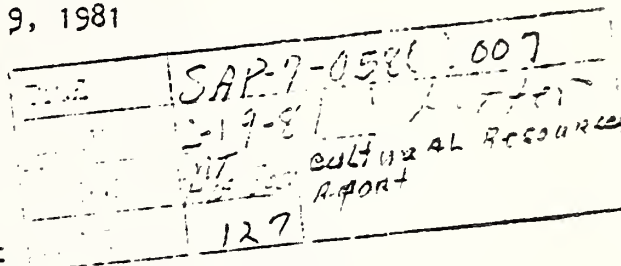
MONTANA HISTORICAL SOCIETY

HISTORIC PRESERVATION OFFICE

225 NORTH ROBERTS STREET • (406) 449-4584 • HELENA, MONTANA 59601

February 19, 1981

Mr. Charles A. Gullicks, P.E.
 Programming and Surveys Engineer
 North Dakota State Highway Department
 Capitol Grounds
 Bismark, ND 58505



Dear Mr. Gullicks:

Re: TQS 469-1(01)2
 Mon-Dak Bridge

Thank you for the opportunity to review the University of North Dakota's cultural resource reconnaissance for the project identified above. As we described in our review of the draft last fall, we do not find the material presented in the report as adequate for seeking determinations of eligibility on sites in Montana. If that was a requirement of your contract for the report, we do not recommend its acceptance. If it was not, we continue to find that the report serves as an acceptable reconnaissance material.

On the premise that you will soon need information pertinent to actual Section 106 or 4(f) compliance, we make the following recommendations or observations:


- 1) We continue to think it critical that the National Register potential of the entire Mondak townsite be evaluated. The Saxton elevator foundation on which the report concentrates would not appear, by itself, likely to be Register eligible. But the general significance attributed to the town in the narrative report, would appear to dictate that the physical remains of the entire townsite be identified and evaluated, especially under National Register Criterion D, as well as under Criteria A and C, if an alternate route will bisect it.
- 2) The report does not make clear the impact that might occur to Snowden Bridge from any of the alternatives. Adjacent construction would appear likely to create (a) a future request for demolition of the older bridge, (b) structural impacts in the construction process, and/or

Mr. Charles A. Gullicks, P.E.
February 19, 1981
Page 2

(c) immediate visual impacts to the bridge, by blocking out views of the structure from one, if not both, sides. We would urge that both structural and visual impacts be identified clearly and that compliance proceed accordingly. We concur with the Montana Department of Highways that the information available to date supports the likely Register eligibility of the bridge.

We do not think that the information--especially on likely impacts--makes it possible for us to recommend one alternative over another. We will be glad to talk with the Montana Department of Highways about the project on the basis of more precise impact information when that is available.

Sincerely,



Marcella Sherfy
Deputy SHPO

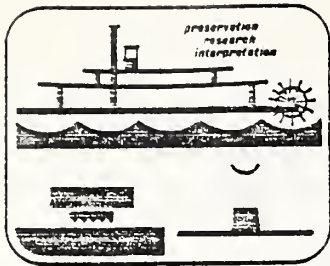
MS/det

cc: Stephen C. Kologi, P.E.
Preconstruction Bureau
Montana Department of Highways

EXHIBIT P

RESPONSE TO MONTANA HISTORIC PRESERVATION OFFICE

- 1) The Mondak townsite will be tested and a determination of eligibility for the entire townsite will be requested.
- 2)
 - (a) The Snowden Bridge is owned by Burlington Northern Inc. and any future plans for demolition will be dependent on their operations and not on this project.
 - (b) This project will not have any adverse structural impacts on the Snowden Bridge.
 - (c) The visual impacts of this project on the Snowden Bridge are discussed on page 5-16 of this report.



State Historical Society

of north dakota (STATE HISTORICAL BOARD)

NORTH DAKOTA HERITAGE CENTER, BISMARCK, N.D. 58505
TELEPHONE 701-224-2666

April 22, 1981

Mr. Ingvald Okland, P.E.
Assistant Programming and
Surveys Engineer
North Dakota State Highway Department
Bismarck, North Dakota 58505

Re: Potential Effects to Cultural Resources resulting from the Mon-Dak
Bridge Construction Proposal; Project Number: SAP-7-058()007.

Dear Mr. Okland:

As requested, we are providing this letter to synopses our earlier correspondence and conversations concerning potential effects to National Register of Historic Places listed, eligible or potentially eligible cultural resources in the vicinity of the project referenced above.

Cultural resource and route alternative identification/designations are based on those used in the cultural resource inventory report prepared for this project by a qualified cultural resource investigator at the direction of the North Dakota State Highway Department ("Cultural Resource Inventory of the Mondak Bridge Project," University of North Dakota Archeological Research, January, 1981.) Criteria of National Register eligibility referenced in these comments are based on those found at 36 CFR 60.6 and criteria of adverse effect references are based on those found at 36 CFR 800.3(b)(1-5). It must be understood that these comments reflect the early planning status of the project. As more definite information about the location and design of the project, becomes available, current perceptions and assumptions about effects to cultural resources and values can be more finitely assessed.

1. It is the opinion of this office that the cultural resource inventory report, referenced above, is adequate to identify the cultural resources and values of the project vicinity.
2. Several particularly cogent statements on relevant concerns about cultural resources and values are made in the inventory report at Paragraph 4 of Page 10; Pages 23 and 24; Paragraph 3 of Page 26;

Mr. Okland
 Page 2
 April 22, 1981

Paragraph 2, Lines 6-10 on Page 34; and in the last Paragraph of Page 39. These statements address such matters as the cultural sensitivity of the area, factors influencing the probable existence of unknown cultural resources in the area, site and artifact types that do or may exist within the area and potential project related effects to such resources. These statements should be recognized throughout the projects remaining planning and decision making processes.

3. Analysis of identified sites:

- A. Fort Union National Historic Site (including Bodmer Overlook): Significance established as evidenced by listing on the National Register of Historic Places. (National Register) an operation by the U.S. Department of the Interior, National Park Service; may be affected by all alternatives in various ways and to various degrees depending on the alternate selected. Selection of Alternative # 3 promises most direct and severe impacts especially 36 CFR 800.3(b)(2), (3) and possibly (1). The Montana Alternate has the potential to cause 36 CFR 800.3(b)(1), (2), or (3) impacts. However, depending on the degree of current disturbance and road design features, the impacts from the Montana Alternate may prove to be beneficial instead of adverse by providing safer and more convenient and more controlled visitor access to the area. Alternates 2A, 1 and 4 offer essentially the same types of impacts 36CFR 800.3(b)(2) and (3) but at a progressively lesser scale. Recommendation: Identify actual angles of visual intrusion to determine impact on vistas from Fort holdings. Determine actual degree of sound intrusion to interpretive facilities and areas. Impacts may be difficult to mitigate if severe. Impact and mitigation considerations should be discussed with National Park Service and North Dakota State Historic Preservation Office.
- B. Fort Buford State Historic Site: Significance established as evidenced by listing on the National Register. Subject to effects from all Alternates although adverse effects from Alternate 3 may be negligible and effects from the Montana Alternate may be beneficial (see discussion under Fort Union above). Potential adverse effects include 36 CFR 800.3(b)(2),(3) and possibly (1) depending on the Alternate actually selected and design characteristics. Alternates 4 and 1 appear to offer the greatest potential for adverse effect. Recommendations: See section for Fort Union (above).

Mr. Okland
 Page 3
 April 22, 1981

- C. Deiter Homestead: Significance unknown but possibly significant under criteria 36 CFR 60.6(c), (d) or possibly (a) /see Recommendations sections, below/. May be subject to adverse effect 36 800.3(b)(1) or (2) if Alternate 3 is selected. Effects are probably mitigatable. Recommendations: The concern for this site relates to the fact that it has not been sufficiently examined to establish its values, if any. Information provided to date indicates that the property is a site, and requires recording as such, but is probably not significant on the basis of association with significant persons or events associated with persons known to own or occupy the property. The consideration for potential significance is due to the possibility that the site may contain information about the life ways, material cultural or construction techniques used by the site's occupants and/or that the site may contain remains of Forts Mortimer and/or William which once existed in the vicinity. The site should be professionally recorded and tested, if such testing is warranted by further site examination. If this site is shown to be significant only for its homestead associations, only effect 36 CFR 800.3(b) 1 need be considered further.
- D. Dugout: Potential significance is unknown but would probably be based on 36 CFR 60.6(a), (b)(c) or (d). If significant, the property may be subject to adverse effects 36 CFR 800.3 (b)(1), (2) or (3). A question of integrity exists about this site and may obviate need for further study. Recommendations: This site lacks complete identification and description. Among considerations for Alternate 3, the site should be revisited to determine site status. If it is a site, it should be recorded as such. Two possible explanations have been suggested for the feature. One (an illegal distillery) is discussed in the text of the report. The other (an early irrigation well site) is not discussed beyond that possible identification. If either functional assumption is correct and if sufficient integrity remains at the site either to yield important information about the site's function and facilities; or, to provide an interpretable visitation location, the site may be highly significant. An attempt should be made to verify the suggestion of the site's association with early irrigation. If further examination indicates the presence of interpretable artifacts or structural remains (surface or subsurface) formal testing should be undertaken. If interpretable integrity has been lost, the fact should be documented by site recording and photography. Further information about the site's function as an illegal distillery may only be obtainable through use of oral history techniques.

EXHIBIT Q

Mr. Okland
Page 4
April 22, 1981

- E. Scraper Site (32WI34): Potential significance is based on criteria 36 CFR 60.6(d) and possibly (a) (see recommendations). The site lies directly in the path of Alternate 2A and would be subject to adverse effect 36 CFR 800.3(b)1. Recommendations: The site should be formally tested to determine boundaries, content and contextual data and relevant research questions (see discussion at pages 37 and 38 of the survey report). It is known that in the early years of Fort Buford's existence, the Fort was virtually under siege by hostile Indians. If the site can be shown to relate to this episode in the Fort's history, significance may include criteria 36 CFR 60.6(a). If not, significance would probably be limited to 36 CFR 60.6(d). If the first proposition proves true in situ preservation should be considered; if not, the site may be mitigated by data recovery.
- F. Feigley Site (32WI33): The site is not eligible for nomination to the National Register due to lack of significance and loss of integrity. No further work or consideration need be expended.
- G&H. Dumps I and II (32WI31 and 32WI32): Potential significance is based on criteria 36 CFR 60.6(d). The sites are subject to adverse effect 36 CFR 800.3(b)(1) from Alternate # 1. Recommendations: The sites should be formally tested to determine boundaries, content and contextual data and relevant research questions. If proven significant, the sites would be mitigatable by data recovery.
- I. Rifle Range (32WI30): Potential significance is based on criteria 36 CFR 60.6(c) and would be subject to adverse effect 36 CFR 800.3(b)(1) and (2) from Alternate # 1. Recommendations: It was the initial assumption of this office, based on the survey report's site description, that this site may have substantial research value for topics dealing with military arms, armaments and training techniques during the late 19th Century. Subsequent information provided by the survey report authors eliminates that consideration due to extensive soil disturbance and the paucity of artifactual materials. Therefore, the only remaining point of significance is the site's association with the fort as an outlying facility. The site information should be submitted to the National Register for a formal determination of eligibility, which process is currently underway.

Mr. Okland
Page 5
April 22, 1981

- J. Ferry Coulee (32WI33): The site is not eligible for nomination to the National Register due to lack of significance and loss of integrity. No further work or consideration need be expended.
- K. Java Townsite: The site is so far removed from the project's area of impact that it is not subject to project induced effects. No further work or consideration is recommended.
- L. Mondak Townsite: The site is potentially eligible under criteria 36 CFR 60.6(a)(c) and (d) and is potentially subject to adverse effects 36 CFR 800.3(b)(1) and (2) from the Montana Alternate. Recommendations: The site should be formally and properly recorded and evaluated for significance. Potential effects to the site should be identified and evaluated, which process may require some formal subsurface testing. Additional effort is needed at the site because severe disturbance has already occurred in the probable impact area of the proposed project and complete evaluation of project effects cannot be made on the basis of available information.

SUMMARY

In the opinion of this office, it is evident that regardless of which Alternate is selected, significant, or potentially significant, cultural resources may be adversely affected. Therefore additional site evaluation and project impact evaluation will be necessary. Selecting an alternative on the basis of current proposals is going to be a most difficult task. Therefore we offer three suggestions:

- A. Consider selecting an alternate based on factors other than cultural resource considerations and enter into further cultural resource studies as appropriate for the selected alternate.
- B. Consider defining other alternates which avoid as many of the cultural resources and cultural resource values and potential effects as possible and proceed with necessary cultural resource studies as appropriate.

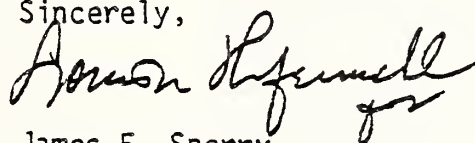
EXHIBIT Q

Mr. Okland
Page 6
April 22, 1981

- C. Reconsider the total project concept and its cost/
benefit ratios in consideration of all environmental
factors including cultural resources.

If you have questions about these comments, please contact Mr. Walter L.
Bailey 224-2672 at your convenience.

Sincerely,

A handwritten signature in dark ink, appearing to read "James E. Sperry". The signature is fluid and cursive, with a large initial "J" and "S".

James E. Sperry
State Historic Preservation Officer
(North Dakota)

WLB/je
Enclosure

EXHIBIT Q

§ 60.6 Criteria for evaluation.

The criteria applied to evaluate properties for possible inclusion in the National Register are listed below. These criteria are worded in a manner to provide for the diversity of resources. The following criteria shall be used in evaluating properties for nomination to the National Register, by the National Park Service in reviewing nominations, and for evaluating National Register eligibility of properties affected by Federal agency undertakings.

National Register criteria for evaluation. The quality of significance in American history, architecture, archeology, and culture is present in districts, sites, buildings, structures, and objects of State and local importance that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and

(a) That are associated with events that have made a significant contribution to the broad patterns of our history; or

(b) That are associated with the lives of persons significant in our past; or

(c) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

(d) That have yielded, or may be likely to yield, information important in prehistory or history.

Criteria considerations. Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

(a) A religious property deriving primary significance from architectural or artistic distinction or historical importance.

(b) A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event.

(c) A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life.

(d) A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events.

(e) A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived.

(f) A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance.

(g) A property achieving significance within the past 50 years if it is of exceptional importance.

§ 800.3 Criteria of effect and adverse effect.

The following criteria shall be used to determine whether an undertaking has an effect or an adverse effect in accordance with these regulations.

(a) *Criteria of Effect.* The effect of a Federal, federally assisted or federally licensed undertaking on a National Register or eligible property is evaluated in the context of the historical, architectural, archeological, or cultural significance possessed by the property. An undertaking shall be considered to have an effect whenever any condition of the undertaking causes or may cause any change, beneficial or adverse, in the quality of the historical, architectural, archeological, or cultural characteristics that qualify the property to meet the criteria of the National Register. An effect occurs when an undertaking changes the integrity of location, design, setting, materials, workmanship, feeling, or association of the property that contributes to its significance in accordance with the National Register criteria. An effect may be direct or indirect. Direct effects are caused by the undertaking and occur at the same time and place. Indirect effects include those caused by the undertaking that are later in time or farther removed in distance, but are still reasonably foreseeable. Such effects may include changes in the pattern of land use, population density or growth rate that may affect on properties of historical, architectural, archeological, or cultural significance.

(b) *Criteria of Adverse Effect.* Adverse effects on National Register or eligible properties may occur under conditions which include but are not limited to:

(1) Destruction or alteration of all or part of a property;

(2) Isolation from or alteration of the property's surrounding environment;

(3) Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting;

(4) Neglect of a property resulting in its deterioration or destruction.

(5) Transfer or sale of a property without adequate conditions or restrictions regarding preservation, maintenance, or use.

EXHIBIT Q

Response to the North Dakota State Historic Preservation Officer

It has been determined that of all the sites identified, only the Mondak townsite is eligible for the National Register of Historic Places. The two fort sites are on the Register.



Dale E. Moug

FEDERAL AID COORDINATOR

July 27, 1981

The State of North Dakota
FEDERAL AID COORDINATOR OFFICEState Capitol
Bismarck, North Dakota 58505

Allen I. Olson

GOVERNOR

"LETTER OF CLEARANCE" IN CONFORMANCE WITH OMB CIRCULAR NO. A-95

To: North Dakota State Highway Department

STATE APPLICATION IDENTIFIER: ND8106290450

Mr. Ronald Blaufuss, Environmental Engineer
Programming and Surveys Division
ND State Highway Department
Capitol Grounds
Bismarck, ND 58505

Dear Mr. Blaufuss,

Subject: Draft Environmental Impact Statement for the MONDAK Bridge
replacement, ND Project No. SAP-7-058()007.

This Draft EIS was received in this office on June 29, 1981.

Thank you for submitting your draft environmental impact statement for
review and comment through the North Dakota State Intergovernmental
Clearinghouse.

Your draft was referred to the appropriate agencies, and no comments
were received to this date.

Please send copies of the final environmental impact statement and any
supplemental impact statements to the North Dakota agencies that have
commented on the draft and to this office. The opportunity to review
your draft is appreciated, and if this office as Clearinghouse can be
of further assistance with this project, please let me know.

Sincerely yours,

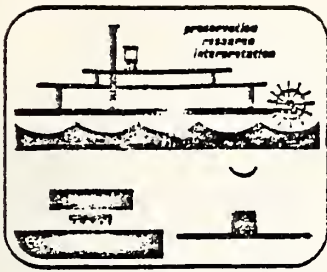
Mrs. Leonard E. Banks
Coordinator
State Intergovernmental Clearinghouse

BAB/gd

RECEIVED

JUL 29 1981

N. D. STATE HIGHWAY
FROM MONG & SONS
BISMARCK



State Historical Society

of north dakota (STATE HISTORICAL BOARD)

NORTH DAKOTA HERITAGE CENTER, BISMARCK, N.D. 58505
TELEPHONE 701-224-2666

September 1, 1981

Mr. Charles Gullicks
Programming and Surveys Engineer
North Dakota State Highway Department
State Capitol Grounds
Bismarck, ND 58505

Re: Draft Environment Statement/4(f) Statement for the proposed Mondak Bridge,
Project SAP-7-058()007, et. al.; Williams County, et. al.; North Dakota.

Dear Mr. Gullicks:

Thank you for providing a copy of the document referenced above to this office for review and comment.

In general, it is the opinion of this office that the document does identify the known cultural resources subject to affect by the proposed project and does indicate the type of affects which may occur to the various cultural resources. It is our further opinion, however, that the document does not make a very strong attempt to indicate the severity of the impacts relative to the importance of the cultural values involved.

This office does recognize the difficulty of adequately portraying the impacts of largely non-quantifiable intrusions on historic landscapes and environmental settings, especially when such values as quiet, serenity and isolation are among the identifiable characteristics. We are also aware that landscape alterations have already occurred in the area and that visual and auditory intrusions do occasionally disrupt the area's scenic and tranquil values. Nonetheless, these ethereal values are real and should not be ignored or understated.

A key statement occurs on page 4-1 where, in the fourth paragraph, the area is recognized as being, "... one of the most historically significant areas in the Western United States." Given this level of significance and the continued existence of publicly appreciable historic views, physical resources and peacefulness, preservation of the area from additional intrusion with federal monies and authorities should be among the project's primary considerations. In short, it is the opinion of this office that the area between Forts Union and Buford simply should not be considered an appropriate location for a modern, high speed,

Mr. Gullicks
 Page 2
 September 1, 1981

- (1) all weather highway and bridge. Even if direct physical destruction of the area's historic resources can be avoided, visual and auditory intrusions upon the public's appreciation and enjoyment of the area's historic setting and environmental values cannot be either totally avoided or fully mitigated.

SPECIFIC COMMENTS:

- (2) Chapter 2: The estimated project costs do not include a figure for mitigation of significant cultural values affected by the project. We understand that such costs may be difficult to estimate at this time because mitigation requirements cannot be determined until significance is determined for potentially impacted sites and until a final alternative is selected. The fact is, however, that mitigation costs could affect cost/benefit ratios.
- (3) Chapter 4; page 4-1; paragraph 4; line 5: The fort referenced is Fort William - drop the "s" from Williams.
- (4) Chapter 5; page(s) 5-1 and 5-2: Please understand, it is less the level of the noise intrusion than the frequency of noise intrusion that is potentially harmful to interpretation, understanding and appreciation of the historic resources.
- Visual Impacts, pages 5-10 and 5-11: It is questionable that visual impacts to either Fort Union or Fort Buford can be either totally avoided or fully mitigated. (Please Note: We recognize that the document does not claim either total avoidance or full mitigation. Our comment is made only to identify the issue for federal agency consideration.)
- Historic Cultural Impacts; pages 5-13 to 5-16: We concur with the statements and conclusions found in this section and consider the discussions adequate for the purposes of this section.
- Description of Impacts on Various Cultural Resources; page 5-16 to 5-18.
- (5) Alternate A: We question the validity of the assumption that elimination of dust constitutes an enhancement of the Mondak site. Of more importance is assessment of whether or not the project will disturb portions of the site. This issue is not discussed.
- (6) Alternate B: By the Advisory Council on Historic Preservation's definition of effect (36 CFR 800.3(b)(3)), visual intrusion is an adverse affect.

Mr. Gullicks
Page 3
September 1, 1981

Alternate C: By the Advisory Council's definition (referenced in Alternate B above), destruction of all or part of a property constitutes an adverse effect. At the present time, neither the significance of the Scrapper Site (32WI34) nor the extent of potential project related effects to the site are known.

Alternate D: Further study, including an on-site inspection, of the Rifle Range Site, has caused this office to conclude that the area does not constitute a site at all and is, therefore, not significant. No further consideration of cultural values at the Rifle Range is necessary in the opinion of this office.

 : Dump Site # 1 has not been professionally evaluated at this time. Consequently, its significance is not known, nor is its potential to be impacted by the project. However, total or partial destruction will constitute an adverse affect if the site is determined eligible for the National Register of Historic Places.

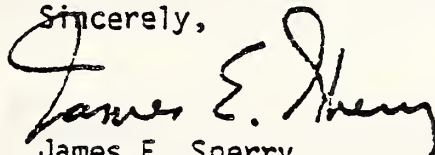
Alternate E: See and apply comments from Dump # 1 Site, above.

Section 4(f) Evaluation; pages 9-1 to 9-2:

Except as noted in comments on the Draft EIS portion of these comments, this office concurs with the conclusions of the 4(f) statement and accepts the outlined procedure for completing necessary studies.

If you have questions about these comments, please contact Mr. Walter L. Bailey (701-224-2672) at your convenience.

Sincerely,



James E. Sperry
State Historic Preservation Officer
(North Dakota)

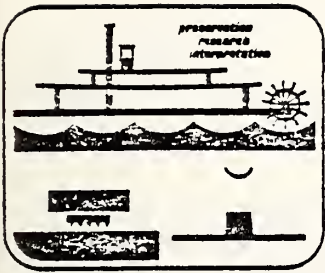
WLB/je
cc: Calvin Larson

N/A

EXHIBIT BB

Response to the North Dakota State Historic Preservation Officer

1. Page 3-1 of this report explains the various factors that led to the selection of the preferred alternate.
2. Mitigation costs were not included in the Draft EIS due to the difficulty of making these estimates for the 6 different alternates in the preliminary stages of project development and that these costs would not be a significant portion of the project costs.
3. This minor change has been made.
4. The predicted noise levels will be well within those levels recommended for these type of facilities. In addition, it is doubtful that the frequency of noise intrusion for the selected alternate will be significantly different from the "No Action Alternate".
5. If the elimination of the intrusion of dust to the Mondak Townsite is not an enhancement, then it is logical to assume that other types of intrusion such as noise and visual effects are not detriments. Therefore, the only portion of the townsite that would be disturbed is the elevator foundation. Because this site has been previously disturbed, this project will not affect the townsite.
6. The "No Effect" referenced clearly applies only to those sites identified in the cultural resource survey and does not apply to the Fort Union Site. It has been determined that visual intrusion of this alternate is of sufficient scope to warrant an adverse effect determination.
7. This site has been tested and evaluated to determine its significance. The extent of the project related effects are included in this report.
8. This site has been tested and evaluated. The results indicate that this site is not of sufficient significance to be eligible for the National Register.
9. See and apply response for item (8).



State Historical Society

of north dakota (STATE HISTORICAL BOARD)

NORTH DAKOTA HERITAGE CENTER, BISMARCK, N.D. 58505
TELEPHONE 701-224-2666

March 3, 1982

Mr. Charles Gullicks
Programming and Surveys Engineer
North Dakota State Highway Department
State Capitol Grounds
Bismarck, ND 58505

FILE	SAP-7-058()007
DATE	3-3-82 SHPO
ORIGIN	SHS VIEWS ON
ITEM	259 SELECTED ALT

Re: Mondak Bridge; Project SAP-7-058()007; McKenzie and Williams Counties, North Dakota; (SHPO File: 80-5(7)2.6). Supplemental comments to SHPO comments (9-1-81) concerning the projects Draft Environmental Impact and 4(f) Statement.

Dear Mr. Gullicks:

As requested, this office is submitting these additional comments on the Mondak project as a supplement to our earlier comments on the Draft EIS and 4(f) statement in order to address situation changes resulting from further study, evaluation and consideration of various aspects of the project and its potential effects on cultural resources. Our original comments (September 1, 1981) still represent our primary opinions and conclusions except as amended below.

Site Evaluation: Sites 32WI31 (Dump Site # 1), 32WI32 (Dump Site # 2), and 32WI34 (Scraper Site) have been professionally tested and evaluated. Other than for several minor historical errors, one interpretive disagreement, and, one procedural question, the testing report is quite good. Because the minor errors etc. do not effect either the quality or ultimate conclusions of the evaluations, we consider the report acceptable and concur with its findings and conclusions. It is the opinion of this office that sites 32WI31, 32WI32, and 32WI34 are not significant and are not eligible for nomination to the National Register of Historic Places due to their inability to yield additional important information, their lack of demonstrable association with significant sites, persons or events and their lack of general site integrity.

Mondak Townsite: Professional testing and evaluation has shown the site to be located entirely within the State of Montana and, therefore, beyond the jurisdiction of this office. We do, however, concur with the report's

MAR 5 1982

N. D. STATE HIGHWAY

Mr. Gullicks
 Page 2
 March 3, 1982

conclusion that the site is significant and eligible for nomination to the National Register. The part of Mondak lying in North Dakota (East Mondak) has been totally destroyed and, therefore, is neither significant nor eligible.

Site 32WI30 (Ft. Buford Rifle Range): The location was addressed in our September 1, 1981 comments. Based on an on-site examination, the location was determined to not be a site, and therefore, not significant.

None of the sites identified above warrant further consideration in the planning processes of this project.

Alternatives: Since distribution of the Draft EIS and 4(f) statement, Alternative D has been designated the preferred alternative by the project sponsor, the North Dakota State Highway Department. From the standpoint of potential effects on cultural resources in North Dakota, Alternative D is less desirable than Alternative A which would have no substantive effect on significant cultural resources in this state. All other identified alternatives B, C, D, E, F and one identified by the U. S. Department of the Interior will intrude visually and/or auditorily on either Fort Union National Historic Site and/or Fort Buford State Historic Site, properties listed on the National Register of Historic Places. According to the Advisory Council on Historic Preservation's Criteria of Effect and Adverse Effect (36 C.F.R. 800.3(b)(3), the, "Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting;" is, by definition, an adverse effect.

An issue that becomes relevant at this point is consideration of whether it is justifiable to enhance protection or reduce impact at one site at the expense of an equally significant neighboring site. Alternative B, E, and, the Interior Department's suggested alternative should be eliminated from further consideration because each would have a profound and unacceptable level of impact on one site or the other. Alternatives C, D, and F each affect both sites but to differing degrees, increasing at one site as they decrease at the other, depending on proximity of the bridge and railway to either site. In each case visual impact of the bridge is approximately equal (technically) to both sites but decreases for Fort Union as the location moves down river. Interestingly enough, bridge location D also appears to be less intrusive on Fort Buford than either location C or F because site D is better screened from observation from Fort Buford than is either location C or F. Noise intrusions on Fort Union are probably negligible from Alternatives C, D and F but increase the nearer the roadway is to the Fort. Obversely, noise intrusions on Fort Buford increase as they decrease on Fort Union. From that consideration Alternative D is least advantageous for Buford, Alternative F is better and Alternative C is best. The reverse order applies to Fort Union. Visual intrusion caused by the roadway in the bottom lands is possibly minor on Fort Union due to existing vegetative screening between the fort and the road and remain approximately the same for Alternatives C, D, and F. The factor would, however, be more pronounced from Bodmer's Overlook

Mr. Gullicks
Page 3
March 3, 1982

which, while farther away, is also much higher and has little effective screening capability. The situation is tempered only by the presence of other existing roads and modern land usage visible from the Overlook. In the case of Fort Buford, the potential for visual intrusion is greater at Alternative C and F than at Alternative D due to the diminishing effectiveness of existing screening the farther the road is placed away from the fort site. That portion of the road on the high ground overlooking the bottomlands, however, presents the most serious intrusion possibilities for both fort sites due to the ineffectiveness of on-site screening as a shield for elevations higher than the screening material, the absence of screening material at the road location and limited screening at Fort Buford. This portion of the roadway will intrude upon the view from the Bodmer Overlook also, as would Alternatives C and F.

Alternative D: Due to the proximity of the proposed bridge and, more particularly, the proposed roadway to Fort Buford State Historic Site and Fort Union National Historic Site, and due to the applicable lines of sight, it is the opinion of this office that the project will have direct adverse effects on both Fort Buford and Fort Union through the introduction of visual and auditory intrusions out of character with the properties. The project may also cause indirect adverse effects by increasing the potential for disturbance of the sites' integrity as a result of improved access; and by, creating a demand for additional new roads on trails in the bottom lands as a result of improved access to the bottom lands. New roads and trails would further reduce the visual integrity and tranquility of the area's environmental setting. The extent and severity of the effects cannot be precisely determined without considerable on-site study of lines of sight under various seasonal, weather, atmospheric and vegetational conditions.

There are, however, also possible beneficial effects. These are:

1. Improved access to and from both sites which may encourage increased site visitation and utilization by the traveling public and thereby increase public appreciation of the sites and the historic periods and/or events they represent. Improved access would also enhance the health, safety and living conditions for visitors to, and residents of, both sites.
2. The proposed new roadway would provide an enhanced alternative access to currently cultivated river bottom lands in the vicinity of Fort Buford, which may help alleviate the present destructive and dangerous practice of transporting farm machinery through the site enroute to bottom land fields from neighboring farmsteads.

Mitigation:

The identified adverse effects are not avoidable if the project is constructed. The noise intrusions which include vehicular motor, tire and gear change noises,

Mr. Gullicks
Page 4
March 3, 1982

cannot be mitigated except by distance and, possibly, speed restrictions. One exception would be assurance that the bridge deck will be of solid construction rather than of an open grid mesh.

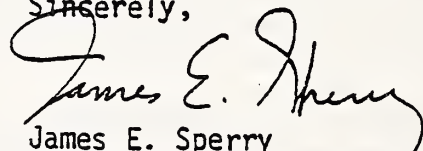
Visual Intrusions - bridge: Can be lessened to an acceptable level by construction at the lowest practical elevation and profile, use of unobtrusive colors and maximum vegetative screening at the east end approach and along shore lines.

Visual Intrusions - roadway: Can be lessened by use of vegetative screening along the northern portion of the roadway (from the county highway at the north end of the project to the lower end of the grade transition). Vegetative screening should not be attempted along the bottom lands portion of the roadway except in the vicinity of the eastern bridge approach. The roadway should incorporate design characteristics to limit its profile, elevation and width, and associated soil disturbance areas to the practical minimums. The Highway authorities should anticipate landowner's needs for, and establish a maximum number of allowable approaches to, the new roadway and select those approach locations during the project's design phase in areas least intrusive on the historic setting. Because the minimization of adverse effect is so highly dependent upon existing screening, the Highway authorities should secure easements on all tree bearing lands within the sight lines between project facilities and the affected cultural resources to assure protection of the existing screening.

Recommendations: That a preliminary case report on the project be submitted to the Advisory Council on Historic Preservation and that a Memorandum of Agreement be prepared with participation among the Advisory Council on Historic Preservation, Federal Highway Administration, appropriate entities of the National Park Service, the North Dakota State Highway Department and the North Dakota State Historic Preservation Officer.

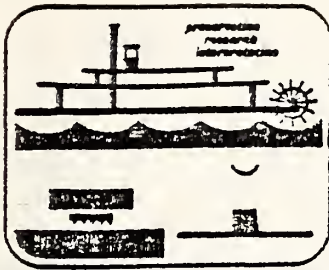
If you have questions about these comments please contact Mr. Walter L. Bailey (701-224-2672) at your convenience.

Sincerely,



James E. Sperry
State Historic Preservation Officer
(North Dakota)

WLB/je
cc: Mr. Ken Eschmeyer - FHWA



State Historical Society

of north dakota (STATE HISTORICAL BOARD)

NORTH DAKOTA HERITAGE CENTER, BISMARCK, N.D. 58505
TELEPHONE 701-224-2666

July 13, 1982

Charles A. Gullicks, PE
Program and Project Development Engineer
North Dakota State Highway Department
State Capitol Grounds
Bismarck, ND 58505

FILE		
DATE		
ORIGIN		
ITEM		

RE: Project SAP-7-058()007-Mondak Bridge (SHPO File: 82-1(27)3.13)

Dear Mr. Gullicks:

Thank you for your letter of July 12, 1982, explaining the State Highway Department's most recent consideration of avoidance and/or mitigation of potentially adverse effects to Fort Union National Historic Site resulting from placement of the proposed Mondak Bridge and roadway on Alternate "B".

Our analysis of the recent proposal results in the following opinions:

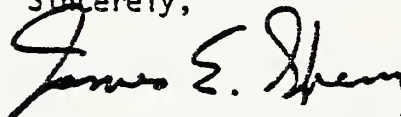
- 1) The potential adverse effects relate to 36 CFR 800.3(b)(3); Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting.
- 2) The proposed low profile bridge design, neutral color, and vegetative screening will help alleviate some of the visual intrusion to both the Fort Union and Bodmer Overlook Sites.
- 3) The suggested benefits from roadway placement at a greater distance from the fort site than the existing roadway are offset by: A) Potential increased traffic, B) Potentially faster moving traffic.
- 4) The project sponsors have examined several alternatives for the proposed project with prior comment from the office of the State Historic Preservation Officer and for various reasons have selected Alternate "B" as the preferred alternate even after consideration of the apparent cultural resource impacts as is permissible in accordance with federal cultural resource legislation.
- 5) The proposed design "package" (low profile, neutral color and vegetative screening) is clearly an attempt on the part of the affecting agencies to "avoid, mitigate or minimize" the adverse effects.

Charles A. Gullicks, PE
July 13, 1982
Page 2

Therefore, the North Dakota State Historic Preservation Officer, having neither authority nor responsibility to either approve or disapprove the project, offers the following opinion and recommendations:

- A) The proposed design package will apparently have no adverse effect on Fort Union National Historic Site provided that the cultural resource protection features are implemented in accordance with the results of continued consultation among the project sponsors and the appropriate agencies (i.e., the North Dakota State Historic Preservation Office and the National Park Service) to assure the success, effectiveness and perpetuation of the protective features.
- B) All documents and materials pertinent to the cultural resource effect/protection aspects of this undertaking should be submitted to the Advisory Council on Historic Preservation for comment in accordance with 36 CFR 800.6.

Sincerely,



James E. Sperry
State Historic Preservation Officer
of North Dakota

dk



NORTH DAKOTA

STATE WATER COMMISSION

300 east boulevard

701-224-2750

bismarck 58505

north dakota

July 7, 1981

Mr. Ronald Blaufuss, P.E.
 Environmental Engineer
 North Dakota State Highway Department
 Capitol Grounds
 Bismarck, ND 58505

RE: SWC Project #1577 - Mondak Bridge, Missouri River

Dear Mr. Blaufuss:

We have reviewed the draft environmental impact statement for the above referenced project concerning possible impacts on the floodplain and agree with your conclusion on page 5-4, that the project will not cause a significant encroachment on the floodplain and is therefore compatible with Executive Order 11988. However, on page 5-11, you stated that the U.S. Coast Guard has been asked to concur in a design with 10' clearance above the 50 year flood. I would like to point out that on figure 5, the 2% or 50 year flow line elevation is 1875.8 and according to the table on page 5-3, the 100 year flood elevation is 1888. If the structure was built with a 10' clearance above the 50 year flood, the low point would be 2.2' below the 100 year flood elevation. Although, we have not made any backwater calculations, it would probably cause a substantial rise in the 100 year level which could be detrimental to the floodplain and the proposed structure.

If you should have any questions concerning our comments, please feel free to contact this office.

Sincerely yours,

David A. Sprynczynatyk, P.E.
 Director, Engineering Division

DAS:CB:dm

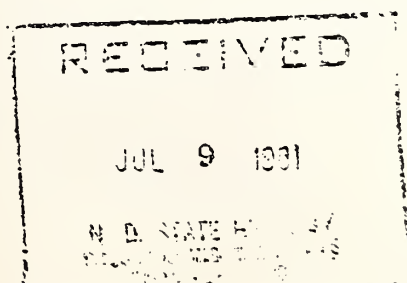


EXHIBIT CC

Response to the North Dakota State Water Commission

The structure, as now proposed, will clear the 100 year flood. Backwater calculations indicate a rise of only about 0.1 foot.

Environmental Control

North Dakota State~~State Health Officer~~

(701) 224-2372

Division of Water Supply
and Pollution ControlGene A. Christianson, P.E.
ChiefNorman L. Peterson, P.E.
Director
(701) 224-2354Environmental Control
(701) 224-2373*Department of Health*Missouri Office Building
1200 Missouri Avenue
Bismarck, North Dakota 58505

August 28, 1981

SAP-7-058()007
8-28-81 COMMENT
HEALTH ON DRAFT EISRonald Blaufuss, P.E.
Environmental Engineer
ND State Highway Dept.
Capitol Grounds
Bismarck, ND 58505RE: North Dakota Project No. SAP-7-058()007
Montana Project No: TQS-469-1(1)2

- Mondak Bridge

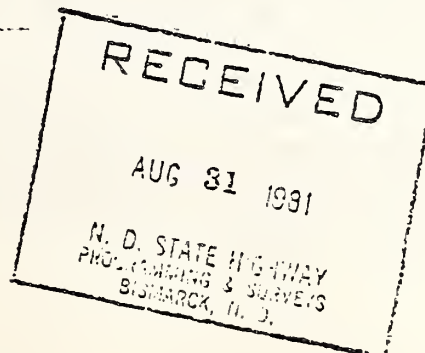
Dear Mr. Blaufuss:

Reference is made to the Draft Environmental Impact Statement, Section 4(f) for the above project. We have reviewed this section of the statement. We have no specific comments at this time. The State Highway Department will no doubt be applying for a Section 404 Permit from the Corps of Engineers and a request for certification as to water quality will be made to our Department at that time. However, we see no problems in providing our certification.

Sincerely,

Norman L. Peterson, P.E.
Director

NLP:lre





United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER 81/1335

SEP 18 1981

Mr. Marvin Espeland
Division Administrator
Federal Highway Administration
P.O.Box 1755
Bismarck, North Dakota 58502

Dear Mr. Espeland:

This is in response to the request for the Department of ~~the~~ Interior's comments on the draft environmental/Section 4(f) statement for the Mondak Bridge, Williams and McKenzie Counties, North Dakota and Roosevelt and Richland Counties, Montana.

GENERAL COMMENTS

This document is an excellent example of a well written statement which succinctly evaluates the significant effects of the several potential alternatives. The outstanding graphics greatly assisted our review. Furthermore, the thorough scoping and early coordination efforts of the State highway agencies with our field-level offices warrants acknowledgment.

- (1) Page 5-11 (third line) refers to an Alternate G. No other reference to "G" was found in the DES. This matter should be clarified.

SECTION 4(f) COMMENTS

Of the six proposed construction alternatives (A-F), we would note that Alternate A offers a feasible means of avoiding impacts, including visual effects, on both Fort Union Trading Post and Fort Buford State Historic Site. However, Alternate A may not be the most prudent solution toward achieving the transportation objective of a direct link between ND Route 1804 and ND Route 58, which is the basis for Alternates B,C,D,E and F.

- (2) In our opinion, Alternates B,C, and F are unacceptable because of visual effects on Fort Union and we oppose Alternate E because of its lengthy proximity to Fort Buford. The bridge site of Alternate D also appears to marginally fail our objective of protecting the integrity of the historic scene as viewed from Fort Union.

Mr. Marvin Espeland

2

(3) As the result of our review activities, we have seen fit to consult further with highway officials about siting the Mondak Bridge between Alternates D and E. No constraints were identified. Hence, any location about 1000 feet downstream (south) of the "D" site would be acceptable to us. We would further suggest that the alignment curve northeasterly from the north end of the bridge and intersect in Section 9 where E and F intersect, thereby increasing the horizontal distance to Fort Buford and avoiding the dump sites. We believe that this proposed "NEW" alternative could satisfy the transportation objectives in an environmentally acceptable fashion.

With respect to measures to minimize harm, we recommend the use of an unobtrusive color for the new bridge . . . be it at Alternate A or the "NEW" site.

ENVIRONMENTAL STATEMENT COMMENTS

Fish and Wildlife Resources

The proposal has potential for impact on woodlands and wetlands of the Missouri River floodplain. These habitats are of extremely high value to wildlife in the area. Right-of-way (ROW) clearing and disturbance in these habitat types should be held to a minimum.

(4) The potential impact of the project on wetlands is not discussed in the statement although the occurrence of wetlands in the area is acknowledged. The final statement should identify which alternatives would involve impacts on wetlands and what those impacts would be. Compliance with Executive Order 11990, Protection of Wetlands, should also be discussed.

Water Quality

(5) The final statement should recognize that the project will have an effect of a temporary seasonal increase in dissolved solids due to deicing chemicals and a one-time increase in sediment load during the replacement of bridge footings and abutments.

Land, Water and Power Resources

Alternative A is the only one that does not involve crossing irrigation facilities.

Mr. Marvin Espeland

3

- (6) If the chosen alternative involves the crossing of U.S. Government easements or any irrigation facilities, a license will be required which will have to be concurred with by the affected irrigation district(s). The basic provisions of the license will protect the integrity of the system as it now exists or as it might be modified in the future, including rehabilitation and betterment programs; provide for compensation of increased inspection, operation and maintenance or related costs; provide crossing specifications; and reserve certain rights to the United States Bureau of Reclamation. All alternatives would also require appropriate compensation for irrigated lands taken out of production.

Cultural Resources

The statement appropriately describes cultural resources in the area: Dump #1, Dump #2, Rifle Range, Scraper Site, Deiter Homestead, Mondak Townsite and Snowden Bridge. The results of any further testing and evaluation should be described in the final statement. Consultation should be held with the State Historic Preservation Officer (SHPO) with respect to the significance of each site/structure and, as appropriate, requests for determinations of eligibility for the National Register of Historic Places should be made to the Secretary of the Interior (36 CFR 63). If any site is determined significant by the SHPO and will be impacted, we would give expeditious review to the Section 4(f) statement for that involvement. We would note, however, that our field-level officials believe that there is ample opportunity to make slight alignment shifts to avoid any such involvement and will be pleased to cooperate with you in the follow-up planning effort.

FISH AND WILDLIFE COORDINATION ACT COMMENTS

- (7) The statement appropriately recognizes the need for a Section 404 and a Section 10 permit from the U.S. Army Corps of Engineers and a bridge permit from the U.S. Coast Guard. Because site-specific information (location, design and measures to minimize harm) is currently unavailable, the U.S. Fish and Wildlife Service (FWS), in its review of the permit applications, may concur with or without stipulations, or object to the proposed work depending on project effects on fish and wildlife resources which may be identified at that time. FWS's tentative position is that it will concur but with stipulations designed to protect the fishery resource, particularly during the spawning period. (March through April 30).

Mr. Marvin Espeland

4

SUMMARY COMMENT

The Department of the Interior would offer no objection to Section 4(f) approval of either Alternate A or the proposed "NEW" Alternate, contingent upon a non-involvement with any other significant historic site/structure.

We have a continuing interest in this proposed project because of our several interrelated actions and responsibilities. Hence, we would be willing to provide technical assistance in further project planning and documentation. The field office assigned responsibility for technical assistance on park, recreation and cultural resource matters is the Regional Director, Rocky Mountain Region, National Park Service, P.O. Box 25287, Denver, CO 80225 (phone: FTS 234-2500). For subjects concerning fish and wildlife resources, wetlands, and interrelated permit reviews, please consult with the Area Manager, U.S. Fish and Wildlife Service, P.O. Box 1897, Bismarck, ND 58501 (phone: FTS 783-4418). For technical assistance relating to impacts on irrigation, please consult with the Regional Director, Upper Missouri Region, Bureau of Reclamation, Box 2553, Billings, MT 59103.

Thank you for the opportunity to provide these comments and we deeply appreciate the extension of time afforded us to carry-out interagency consultations with respect to the proposed "NEW" alternative.

Sincerely,



Bruce Blanchard, Director
Environmental Project Review

cc: Mr. Charles Gullicks
Program and Surveys Engineer
North Dakota State Highway Department
Capitol Grounds
Bismarck, ND 58505

Mr. Stephen C. Kogoli
Supervisor, Preconstruction Section
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59601

EXHIBIT EE

Response to the US Department of Interior

1. The reference to Alternate G was a typographical error.
2. Alternate D was selected for reason enumerated on page 3-1 of this document.
3. This proposed alternate was rejected for the following reasons:
 - A. It would move the roadway and structure closer to Fort Buford than any alternate other than E. This would increase the visual impacts to Fort Buford.
 - B. It would cause greater damage to McMary's property than any alternate other than Alternate E.
 - C. It would result in slightly greater damage to the Miller property.
 - D. It would result in undesirable geometrics for the north approach to the structure.
4. The wetlands section of this document has been revised to reflect these comments.
5. These issues have been addressed in the Water Quality and Construction impacts section.
6. Application for this license will be made after the construction plans have progressed sufficiently to determine the effect of this project on the irrigated system.
7. Construction activities which adversely effect spawning will not be allowed in this time period.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION VIII
1360 LINCOLN STREET
DENVER, COLORADO 80295

AUG 24 1981

Ref: SW-EE

Mr. Marvin I. Espeland
Division Administrator
Federal Highway Administration
P.O. Box 1755
Bismarck, North Dakota 58502

Dear Mr. Espeland:

We have reviewed the draft Environmental Impact Statement for the Mon Dak Bridge and have rated it LO-1. This means that we have no objections to the project, but we do recommend that Alternative E be given further consideration as a preferred alternative since it would eliminate the need to relocate the farmstead and is within a moderate cost range.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Steven J. Durham", is written over the typed name.

Steven J. Durham
Regional Administrator

EXHIBIT FF

RESPONSE TO THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

Alternate E was not selected because:

1. It is more expensive than the selected alternate.
2. Would have greater negative impacts on the Fort Buford Historic Site than Alternate D.
3. Would require the relocation of two residences.
The construction of these homes were started
after the circulation of the Draft EIS.



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
OMAHA DISTRICT, CORPS OF ENGINEERS
6014 U.S. POST OFFICE AND COURTHOUSE
OMAHA, NEBRASKA 68102

SAP-7-0580007
8-19-81 COMMENT
CORPS ON DRAFT EIS
1901

MROPD-M

19 August 1981

Mr. Ronald Blaufuss, P.E.
North Dakota State Highway Department
Capitol Grounds
Bismarck, North Dakota 58505

Dear Mr. Blaufuss:

We have reviewed the Draft Environmental Impact Statement/Section 4(f) Statement for the proposed MONDAK Bridge. We offer the following comments.

Cultural Resources

Proper consideration has been given to cultural resources in this report/EIS. It is noted that the North Dakota State Highway Department and the Montana Department of Highways are aware of the Section 106 of the National Historic Preservation Act of 1966. The Montana SHPO, the North Dakota SHPO, and the National Park Service have been contacted for their comments on the draft EIS.

It is our opinion that Alternate A would be the least intrusive and most preferable approach. Alternate F would also be a desirable alternate, although not as beneficial as Alternate A. Alternates C and D are not as desirable as either A or F, but could be implemented provided that mitigation is included in the construction activities.

When the alternate is chosen, mitigation efforts should be coordinated with the National Park Service prior to construction activities. This will facilitate compliance with Section 106 of the NHPA of 1966. This compliance is necessary for the Section 404 permit.

Wetlands

On page 5-3, wetlands are addressed, but possibly insufficiently. We are unclear as to the definition of intermittent floodplain pools, and we are unsure as to the meaning of the statement that these pools are considered contiguous with the existing floodplain.

If there are wetlands in the various project areas, these wetlands should be described as to number, size, type, species present including migratory waterfowl, relations to surroundings, and degree of impact including placement of fill or dredge material in the watered areas.

MROPD-M

19 August 1981

Mr. Ronald Blaufuss

Permitting

On the same page, stream modification impact is addressed, implying the eventual need for a Corps 404 permit. These permits govern the placement of dredge or fill material in the Nation's waterways.

For your information we are inclosing a copy of our 404(b) Evaluation Form, which we will use to evaluate a permit application. We also inclose a copy of a suggested outline for Section 404 Evaluation. This outline is not mandatory for your use or for ours, but could be helpful to you in identifying impacts to the river and wetlands. For environmental questions, contact Steve Rothe of our staff at (402) 221-4600. When you are prepared to apply for a permit please contact our Regulatory Functions Branch, Box 5, Omaha, Nebraska 68101, or call (402) 221-4172.

We look forward to reviewing your next report.

Sincerely,



for RICHARD D. GORTON, Chief
Environmental Analysis Branch
Planning Division

- 2 Incls
1. Section 404(b)
Evaluation Form
2. Suggested Outline

EXHIBIT GG

Response to the Army Corps of Engineers

The wetlands section of this document has been revised to state that NO WETLANDS ARE AFFECTED BY THIS PROJECT. The floodplain impacts are addressed on page 5-18 of this document.



north dakota
council on the arts

FILE	SAP-7-058()007
DATE	8-10-81 COMMENT
	ART ON DRAFT
	COUNCIL EIS
	181

August 10, 1981

Ronald Blaufuss
Programming and Surveys Division
State Highway Department
Capitol Grounds
Bismarck, ND 58505

Dear Mr. Blaufuss:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement for ND Project No. SAP-7-058-Mondak Bridge.

On the basis of the information presented, it would appear that Alternate A might be the best plan to eliminate undue adverse effects on both historic sites. However, I could not fully support any of the alternate sites or offer any concise comments as to their suitability until the results of the Determination of Eligibility, as indicated on page 9-2, have been completed.

Please send me a copy of that study and/or the Final Environmental Impact Statement as soon as they are available.

Sincerely,

Donna Evenson
Executive Director

DE:ljh



EXHIBIT II

United States Department of the Interior

NATIONAL PARK SERVICE

Theodore Roosevelt National Park
Medora, North Dakota 58645
(701) 623-4466

IN REPLY REFER TO:
L7621

September 14, 1981

Mr. Charles Gullicks
Project & Surveys Engineer
State Highway Department
Capitol Grounds
Bismarck, ND 58505

Dear Mr. Gullicks:

Thank you for the opportunity to make additional comments on the Mondak Bridge replacement project (North Dakota project no. SAP-7-058 () 007). We realize that trying to provide an adequate road system in this area without damaging the cultural resources is a difficult task.

As we stated in our earlier comments, construction of the proposed bridge and the associated road improvements will greatly improve access to Fort Union Trading Post National Historic Site. Based on the comments we are receiving from our visitors concerning the present access roads, we are certain that the project will be of major benefit to visitors to the site.

Impact on the Historic Site

After a careful review of the Draft Environmental Impact Statement/Section 4(f) Statement, we continue to feel that a structure at Alternative A would have the least adverse impact on the historic resources of the area.

Even with a low profile structure, Alternative B continues to present a serious intrusion on the historic site.

A structure at Alternative C would also cause a noticeable intrusion although to a lesser degree than Alternative B.

A structure at Alternative D would have some visual impact on the site. However, the impact of a low profile structure could be mitigated to a great extent by the use of vegetative screening and the selection of an unobtrusive color for the structure.

A structure at Alternative E would not effect Fort Union. However, it appears that it would have a major impact on the Fort Buford State Historic Site.

EXHIBIT II

We would agree that the impact of a structure at Alternative F would be similar to Alternative C. However, it may be possible to mitigate the impact, at least partially, by the same means as mentioned for Alternative D.

Additional Comments

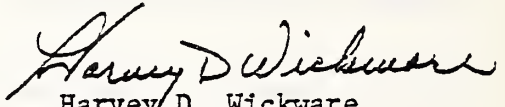
- (1) In the section headed Flood Hazard (p. 5-3) an estimate was given of the effect of the proposed structures on flood levels. Is it possible to calculate the effect, if any, of the structures on ice jams?

- (2) One point that was not clear in the Draft EIS was the Montana Highway Department plans for Secondary Route 367 if one of Alternatives B-F is selected. It is our understanding, perhaps incorrectly, that this route is to be upgraded and surfaced at some future date. If this is indeed correct, perhaps the EIS should include a brief analysis of the impact of this project on the Mondak Bridge replacement. Specifically the section of roadway common to both Route 367 and Alternative A might be worth analysis in terms of total construction and maintenance costs as well as impact on cultural resources.

- (3) The Draft EIS states (p. 5-18) that Alternative F "was developed to minimize the effect of this project on the cultural resources identified in the survey." Would it be possible to utilize the same concept between Alternative D and Alternative E thereby eliminating the visual intrusion on Fort Union? At some point between D and E it should be possible to develop an alternative that would have little impact on the cultural resources and still provide a satisfactory river crossing.

If you have any questions concerning these comments, please feel free to contact us.

Sincerely yours,


Harvey D. Wickware
Superintendent

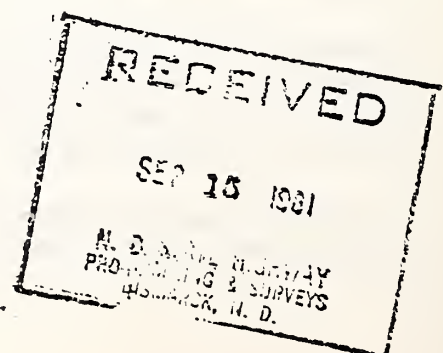


EXHIBIT II

Response to the National Park Service

1. The proposed structure will have no significant effect on ice jams.
2. Montana has no plans at this time for improving Secondary Route #367.
3. The proposed alternate has been investigated and rejected for the following reasons.
 - a. Would move the roadway and structure closer to Fort Buford than any alternate other than E. This would increase the visual impacts to Fort Buford.
 - b. Would cause greater damage to McMary's property than any alternate other than Alternate E.
 - c. Would result in slightly greater damage to the Miller property.



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

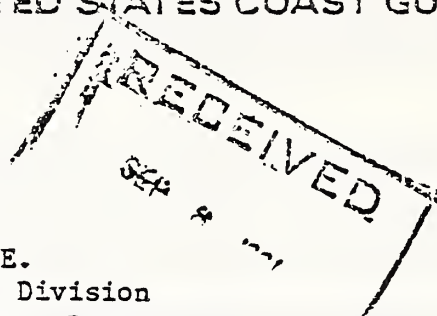
MAILING ADDRESS:
COMMANDER (ODT)
SECOND COAST GUARD DISTRICT
1430 OLIVE STREET
ST. LOUIS, MO 63103

Tel. 314-425-4607

FTS 279-4607

16450.2

2 September 1981



Mr. Ronald Blaufuss, P.E.
Programming and Surveys Division
North Dakota State Highway Department
Capitol Grounds
Bismarck, ND 58505

Re: North Dakota Project No. SAP-7-058()007, Montana Project No:
TQS-469-1(1)2 - Mondak Bridge, Mile 1589.0, Missouri River

Dear Mr. Blaufuss:

Thank you for your letter of 22 June 1981 forwarding a copy of the Draft Environmental Statement for the referenced project. We have completed our review and have the following comments:

- (1) 1. The General Bridge Act of 1946 requires that the location and plans for bridges over navigable waters of the United States be approved by the Commandant, U. S. Coast Guard prior to commencing construction. The Missouri River is considered to be a navigable waterway of the United States for bridge administration purposes at this location. A Coast Guard Bridge Permit will be required. If the Montana site is selected, application should be made to Commander, Thirteenth Coast Guard District, Federal Building, 915 Second Avenue, Seattle, Washington 98174. A permit application for any other location should be made to this office.
- (2) 2. The title of the Draft Environmental Impact Statement (DEIS) states the proposed project is a bridge replacement project. This is also implied on page 2-6 of the DEIS. However, we do not believe this to be the case. It seems as though the project is construction of a new bridge and possibly closing the Snowden Bridge to traffic after the new bridge is constructed. The question concerning whether Snowden Bridge will be replaced or a new bridge constructed needs to be clarified prior to processing an application for a bridge permit.
- (3) 3. The "Wetlands" section of page 5-3 does not address or identify impacts that will occur to adjacent wetlands, nor does it identify the significance of these wetlands. The content of this section is not considered adequate to support a Coast Guard Bridge Permit.

Re: North Dakota Project No. SAP-7-058()007, Montana Project No:
TQS-469-1(1)2 - Mondak Bridge, Mile 1589.0, Missouri River

4. The "Navigation" section contains information which needs to be revised. The requirement for navigation clearances as stated in our letter of 6 June 1980 has apparently been misunderstood. Our minimum vertical guide clearance is 30 feet above the bridge reference plane. At the proposed location, the bridge reference plane is not the same as the 50 year flood event, which is indicated on page 5-11. The bridge reference plane elevation is 1876.5 feet, m.s.l.; the 50 year flood elevation is 1881.5 feet. m.s.l.

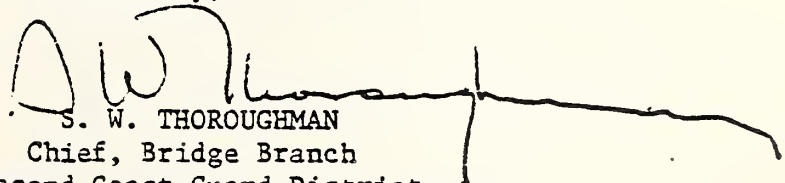
(4) 5. This office does not agree with your views concerning navigation on the Missouri River and vertical clearance requirements. On 27 July 1981 North Dakota State Highway Department was informed of our position and justification. The proposed bridge must provide 30 feet vertical clearance above elevation 1876.5 feet m.s.l.

(5) 6. Although the title of the document is DEIS/Section 4(f) Statement, there does not appear to be any Section 4(f) Statement included. The Section 4(f) Evaluation does not constitute a Section 4(f) Statement for Coast Guard purposes. The major weakness in the "evaluation is that it does not address the Section 4(f) requirement to avoid 4(f) lands. In addition to the above, statements are made in the 4(f) Evaluation which are contradictory to statements made elsewhere in the Environmental Impact Statement (EIS). Page 5-10 states "Alternate A will have no visual impact on Fort Union"; however, the 4(f) Evaluation states that the North Dakota State Historic Preservation Officer believes the project will cause an adverse effect on Fort Union because of visual impacts. This contradiction must be clarified.

Since four of the five project alternatives are located within the Second Coast Guard District, we are responding to the DEIS. This matter has been coordinated with the Bridge Administration Staff of the Thirteenth Coast Guard District. A lack of response from the Thirteenth District should not be construed as no objection or non-interest in the project. Rather, you should consider, the content of this letter to be an expression of concern by the Bridge Administration Staff of the Thirteenth Coast Guard District as well as the Second Coast Guard District.

If there are any questions concerning this letter, please contact Mr. Roger Wiebusch of my staff.

Sincerely,


S. W. THOROUGHMAN
Chief, Bridge Branch
Second Coast Guard District

By direction of the District Commander

Copy:
CCGD13(oan)
FHWA, North Dakota Div.

EXHIBIT JJ

Response to the United States Coast Guard

1. An application for a bridge permit will be made when the plans are sufficiently complete.
2. The bridge replacement referenced in the title applies to vehicle traffic only.

The Snowden Bridge is the property of the Burlington Northern Railroad (BN). The Snowden Bridge will be closed to vehicle traffic as soon as this project is completed. However, the Snowden Bridge will remain in existence as long as its current owner, the BN Railroad, chooses to utilize it.

3. The wetlands section has been revised to suit these comments.
4. As explained in the Navigation Section of this document (page 5-17) 30 feet of clearance is not required and will not be provided.
5. There is no contradiction, the SHPO letter refers not to Alternate A, but to other alternates. This section has been rewritten and clarified.

SAP 7-058 (01)007

SAP-7-058(01)007 (obr)

2-18-82 Letter

Coast Guard Exemption
253 (Coast Guard) Tel. 314-425-4607

ETS 279-4607

16590/1589.0 MissouriR

12 February 1982

Mr. Marvin I. Espeland, P.E.
Division Administrator
Federal Highway Administration
Region Eight
P. O. Box 1755
Bismarck, ND 58501

Re: Exemption from U. S. Coast Guard Bridge Permits, North Dakota
Project BRS-7-58(01)007, Mon-Dak Bridge, Mile 1589.0, Missouri
River

Dear Espeland:

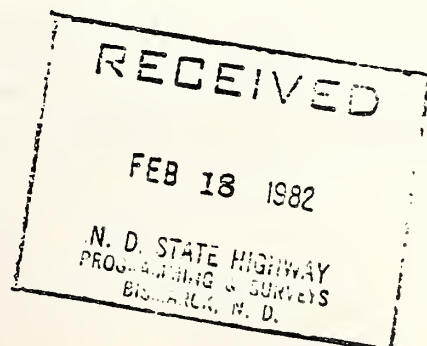
Thank you for your letter of 10 February 1982 advising us of the applicability of the Surface Transportation Assistance Act to the referenced project. We concur in your determination.

A Coast Guard Bridge Permit for this project will not be required.

Sincerely,

S. W. THOROUGHMAN
Chief, Bridge Branch
Second Coast Guard District
By direction of the District Commander

Copy to:
NDDOH, Mr. Charles Gullicks





U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

REGION EIGHT

Bismarck, North Dakota

February 11, 1982

FILE	BRS-7058(4)007
DATE	2-11-82 Litan
ORIGIN	FHWA Exemption
ITEM	256 Coast Guard permit

IN REPLY REF
HBR/FO

Mr. Raymond Zink
Chief Engineer
State Highway Department
Bismarck, North Dakota

Attention: Mr. Stanley Haas, Bridge Engineer

Dear Mr. Zink:

Subject: Exemption from U.S. Coast Guard Bridge Permits
North Dakota Project BRS-7-058(01)007, Mon-Dak Bridge

Section 124(a) of the Surface Transportation Assistance Act of 1978, Public Law 95-599, eliminates the need for Coast Guard bridge permits for certain bridges built with assistance under Title 23. The Federal Highway Administration has the responsibility to determine if these bridges are exempt from a Coast Guard permit by reason of being located over waters which are not tidal and are not used or susceptible to use for interstate and foreign commerce.

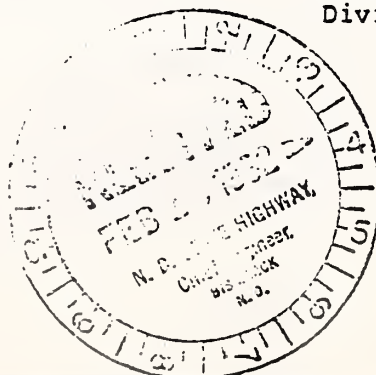
The proposed Mon-Dak bridge located approximately 1 1/2 miles east of the Montana-North Dakota state line over the Missouri River will be reconstructed under the provisions of the above Act. The Corps of Engineers has informed us that these waters are not susceptible to use for navigation, and the Coast Guard has determined that these waters are not tidal and are not used or susceptible to use for interstate and foreign commerce.

Since we have these determinations from the Corps of Engineers and the Coast Guard, the Surface Transportation Assistance Act applies; and this bridge is, therefore, exempt from a Coast Guard permit. You are authorized to proceed with the development of plans without provision for navigation.

Sincerely yours,

Marvin I. Espeland, P.E.
Division Administrator

Enclosures



August 19, 1981

Region VIII
Federal Office Building
1961 Stout Street
Denver CO 80294

Mr. Ronald Blaufuss, P.E.
Environmental Engineer
Programming and Surveys Division
State Highway Department
Capitol Grounds
Bismarck, North Dakota 58505

Dear Mr. Blaufuss:

We have received your Draft Environmental Impact Section 4(b) Statement for the Mondak Bridge Project (North Dakota Project No. SAP-7-058 () 007 and Montana Project No. TQS-469-1(1)2 and have the following comments:

We feel there should be some response from human service agencies. It is, therefore, suggested that comments be solicited from:

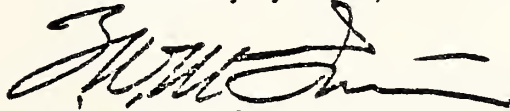
North Dakota Board of Social Services
Mr. Thor Tangedahl, Director
State Capitol
Bismarck, North Dakota

Montana Department of Social and Rehabilitation Services
Mr. John LaFavor, Director
P. O. Box 4210
Helena, Montana

Because a part of the Ft. Berthoud Indian Reservation is located in McKenzie County, North Dakota, comments from Ms. Juanita Helphrey, State Commissioner of Indian Affairs, State Capitol, Bismarck, North Dakota, would be appropriate.

The public health affects of this project appear to be minimal. The cultural aspects are positive.

Sincerely yours,


E. W. McIntire, P.A.
Director, ROFEC

RECEIVED

AUG 24 1981

N. D. STATE HIGHWAY
PROGRAMMING & SURVEYS
BISMARCK, N. D.

EXHIBIT KK

Response to the Department of Health and Human Services

The agencies have been contacted and the Social Service Boards letter of comment is contained in this report as Exhibit QQ. .



Department of Energy
Western Area Power Administration
Billings Area Office
P.O. Box EGY
Billings, Montana 59101

AUG 24 1981

In reply refer to: B2203

Programming and Surveys Division
State Highway Department
Capitol Grounds
Bismarck, North Dakota 58505

Dear Sir:

Please refer to your letter of June 22, 1981, providing a copy of the Draft Environmental Impact/Section 4(f) Statement for the following project:

NORTH DAKOTA PROJECT NO. SAP-7-058()007 - MONDAK BRIDGE
MONTANA PROJECT NO: TQS-469-1(1)2

Your letter was sent to our Headquarters Office in Golden, Colorado, and has been referred to this office for reply. We request that Environmental Impact Statements for future projects in North Dakota and Montana be sent to the following address:

James D. Davies
Area Manager
Western Area Power Administration
P.O. Box EGY
Billings, MT 59101

We are enclosing one (1) print each of the following drawings which show the location of Western's 115- and 57-kV transmission lines in the Williston-Sidney Area:

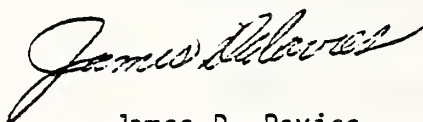
<u>Drawing No.</u>	<u>Title</u>
1. 380-605-136	Glendive-Williston Transmission Line Key Map
2. 263-D-141	Buford-Trenton Transmission Line Key Map

These drawings cover the same general area as that shown by Figure 2 in the draft EIS.

Our Buford-Trenton 57-kV transmission line segment serves a pumping plant which appears to be located in the vicinity of the 5 alternative river crossings. However, we do not foresee any problems. Normally, if a highway construction project conflicts with one of our transmission lines, mitigation is the line's relocation at Highway Department expense. We have done this on numerous occasions. The permits, agreements, and financial arrangements are handled by the District and Area Offices.

We would appreciate a copy of the Final Environmental Impact/Section 4(f) Statement when it is available.

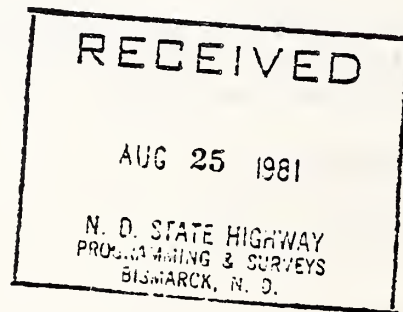
Sincerely,

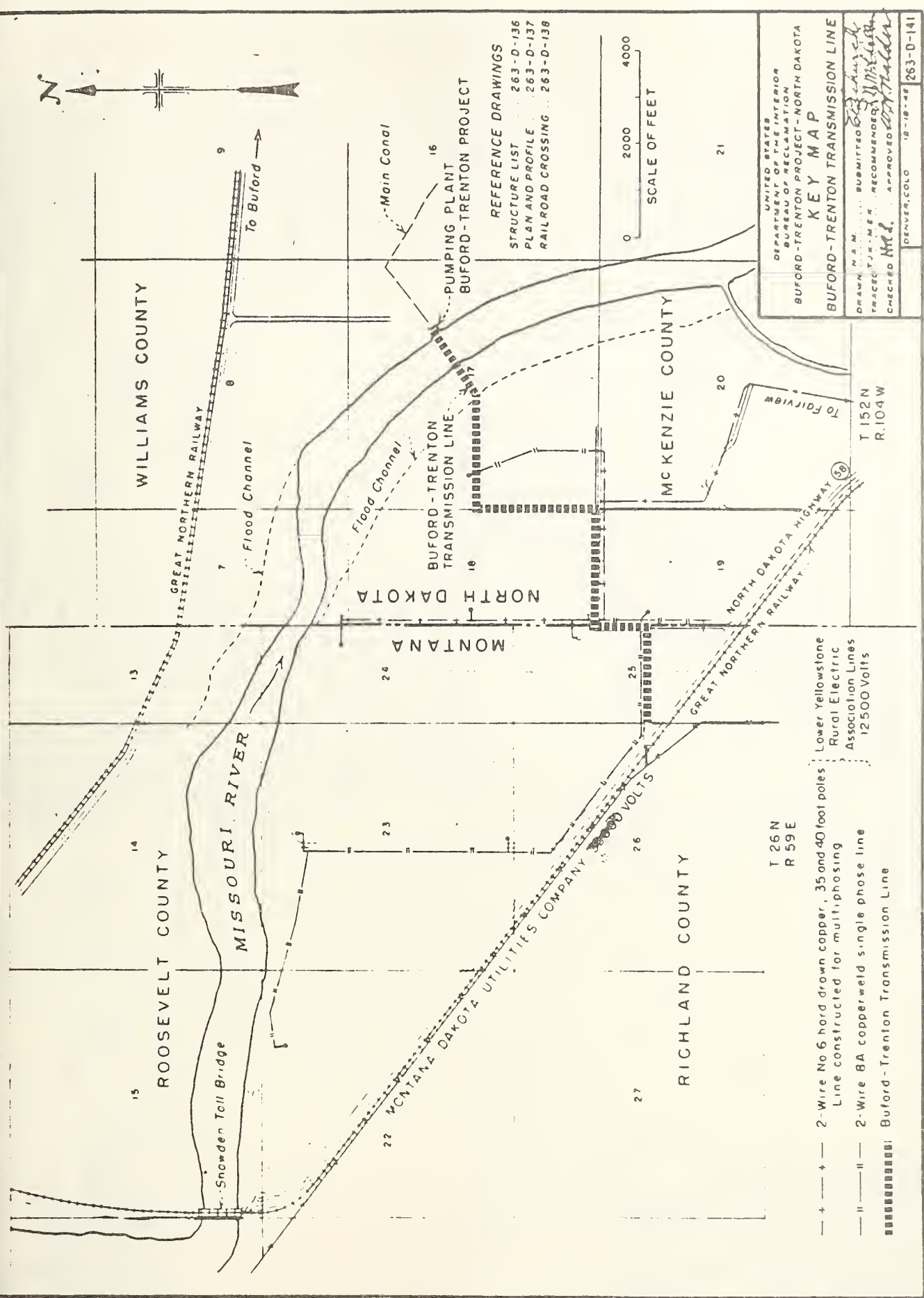


James D. Davies
Area Manager

Enclosures

XC: JDC N:





UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
BUFORD-TRENTON PROJECT-NORTH DAKOTA

KEY MAP

BUFORD-TRENTON TRANSMISSION LINE

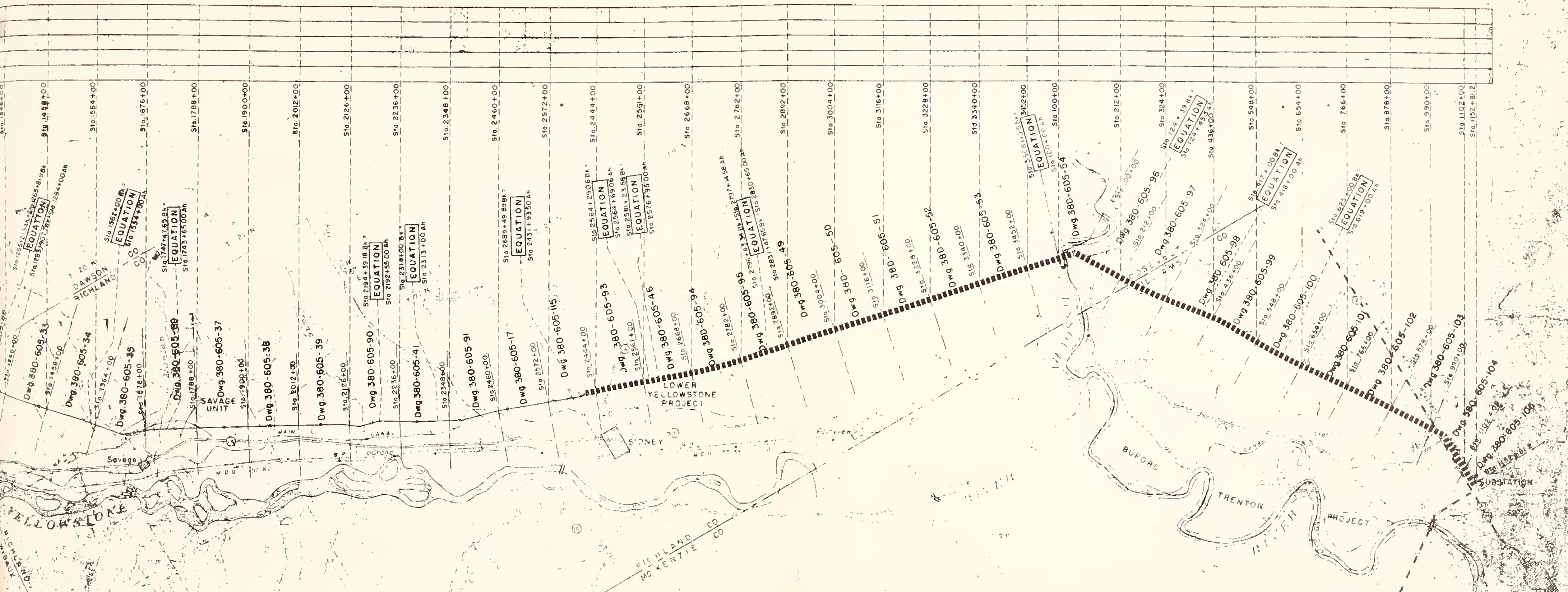
DRAWN BY M. M. ... SUBMITTED BY J. M. ...
TRACED BY J. M. ... RECOMMENDED BY J. M. ...
CHECKED BY M. M. ... APPROVED BY J. M. ...

DENVER, COLO. 10-19-46 263-D-141

REFERENCE DRAWINGS
STRUCTURE LIST 263-D-136
PLAN AND PROFILE 263-D-137
RAILROAD CROSSING 263-D-138

Lower Yellowstone
Rural Electric
Association Lines
12500 Volts

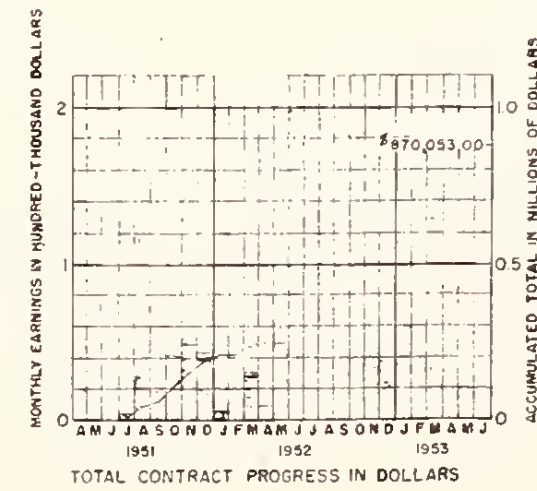
— + — + — 2-Wire No 6 hard drawn copper, 35 and 40 foot poles
Line constructed for multiphasing
— || — 2-Wire 8A copperweld single phase line
===== Buford-Trenton Transmission Line



..... GLENDIVE-WILLISTON TRANSMISSION LINE

MONTANA
NORTH DAKOTA

% PHYSICAL COMPLETION	TOTAL
1	2
3	4
5	5
7	6
9	7
11	8
13	9
15	10
17	11
19	12
21	13
23	14
25	15
27	16
29	17
31	18
33	19
35	20
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93	49
95	50
97	51
99	52
100	53



UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
FORT PECK PROJECT - MONTANA

GLENDIVE-WILLISTON 115KV TRANSMISSION LINE
PROGRESS CHART
SPECIFICATIONS NO. DC-327B

DRAWN G.S.H. SUBMITTED: *[Signature]*
TRACED: RECOMMENDED:
CHECKED: APPROVED:

BILLINGS, MONTANA MAY 1952 380-605-135

EXHIBIT LL



DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
REGIONAL/AREA OFFICE
EXECUTIVE TOWER - 1405 CURTIS STREET
DENVER, COLORADO 80202

August 11, 1981

REGION VIII

IN REPLY REFER TO:

8S0Q-612d

Mr. Charles Gullicks
Program and Surveys Engineer
State Highway Department
Capitol Grounds
Bismarck, North Dakota 58505

FILE	SAP-7-058()007
DATE	8-11-81 Comments
ORIGIN	HUD on CEIS
ITEM	183

Dear Mr. Gullicks:

Thank you for the opportunity to review and comment on the Draft Environmental Impact/Section 4(f) Statement for the Mondak Bridge Replacement in either Williams and McKenzie Counties, North Dakota or Roosevelt and Richland Counties, Montana.

Your draft has been reviewed with specific consideration for the areas of responsibility assigned to the Department of Housing and Urban Development (HUD). The review considered the proposal's compatibility with local and regional comprehensive planning, impacts on urbanized areas and impacts on HUD funded open space.

Please indicate the number of construction workers necessary to construct any of the proposed alternatives and where the housing for these persons is likely to occur. Other than this addition we believe the statement adequate for our purposes.

If you have any questions regarding these comments, please contact Mr. Carroll F. Goodwin, Area Environmental Officer, at (303) 837-3102 in Denver.

Sincerely,

Raymond D. McKinney

Raymond D. McKinney
Director
Program Planning and Evaluation

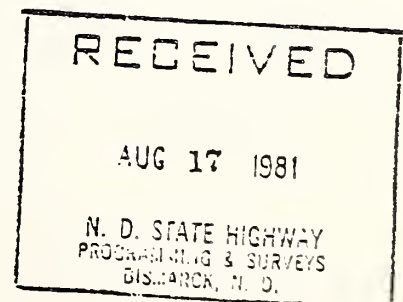


EXHIBIT MM

Response to Department of Housing and Urban Development

The estimated workforce required for this project is 40 employees for the contractor and 10 needed by the state forces for a total of 50.

Due to the energy development in the area, most available housing is used. If this condition persists during construction of this project, it is likely construction workers would have to reside in temporary housing such as trailer houses.

R. E. LOMMEN
Commissioner

(701) 224 - 2806

State Land Department

UNIVERSITY & SCHOOL LANDS

Sixth Floor State Capitol
Bismarck, North Dakota
58505

(701) 224 - 2800

OTTO BERVIK
Deputy & Leasing Manager

(701) 224 - 2803

Secretary and Information

Title & Land Sales
Accountant
Collections Manager
Abandoned Property
Department Attorney

FILE	SAP - 7 - 058() 007	
DATE	7-17-81	Comments
ORIGIN	LD	on DEIS
ITEM	166	

July 17, 1981

Charles Gullicks
Prog. & Surveys Engineer
State Highway Department
Capitol Grounds
Bismarck, ND 58505

In re: Bridge replacement - MonDak Bridge

Dear Mr. Gullicks:

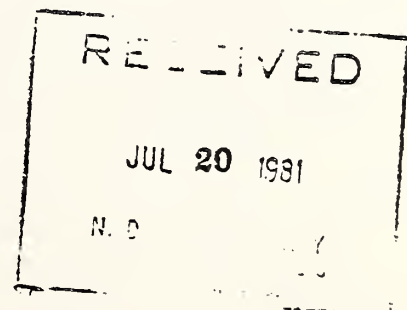
Thank you for the opportunity to comment on the proposed MonDak bridge. I'm sure you are aware that the Board of University and School Lands administers the bed of the Missouri River. Therefore, this project will require a permit from the Board of University and School Lands prior to the initiation of construction.

Sincerely,

Michael D. Brand

Michael D. Brand
Range & Soils Management Specialist

MDB/ch





United States
Department of
Agriculture

Soil
Conservation
Service

P.O. Box 1458
Bismarck, ND
58502

August 28, 1981

Ronald Blaufuss, P.E.
Environmental Engineer
N.D. State Highway Department
Bismarck, ND 58505

SAP-7-058()007
8-28-81 COMMENT
SCS ON DRAFT
EIS

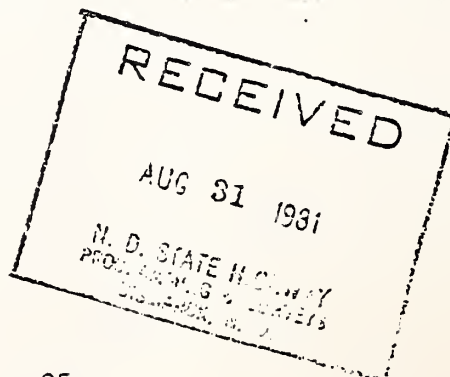
Dear Mr. Blaufuss:

The Soil Conservation Service has reviewed the draft EIS for the MONDAK bridge replacement in Williams and McKenzie Counties, North Dakota - Project # SAP-7-058()007. We have no comments to make at this time, but we appreciate the opportunity to comment.

Sincerely,

Charles E. Mumma
J. Michael Neuhary

Acting State Conservationist





MONTANA HISTORICAL SOCIETY

HISTORIC PRESERVATION OFFICE

225 NORTH ROBERTS STREET • (406) 449-4584 • HELENA, MONTANA 59601

August 12, 1981

DATE	8-12-81	COMMENT
ORIGIN	188	DRAFT EIS
ITEM	188	

Mr. Stephen C. Kologi, P.E., Chief
Preconstruction Bureau
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620

Dear Mr. Kologi:

Re: TQS-469-1(1)2
Mondak Bridge

Thank you for the opportunity to comment on the Draft Environmental Impact/Section 4(f) Statement for the project identified above.

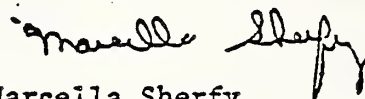
In reviewing the entire package and comments submitted previously, I think that the summary recommendations of the North Dakota State Historic Preservation Office, pp. 41-42, are exceedingly sound. Clearly, there will be impacts to cultural resources regardless of which alternate is chosen, but many of those impacts may appropriately be addressed through mitigation. Procedurally and professionally, the most important resource to consider in the package is Fort Union Trading Post National Historic Site. As a historic component of the National Park System, it is legally considered to be of national significance. The 1980 Amendments to the National Historic Preservation Act, signed into law on December 12, 1980, now requires that Federal agencies apply the "prudent and feasible" alternative test to projects affecting nationally significant property. Moreover, given the absence of standing resources at Fort Union, its setting is of particular importance to its significance. The largest issue confronting the project, however, would appear to be that of the project's necessity and whether sufficient examination of using and upgrading the current bridge and access has occurred to treat that as an actual alternative.

A more particular observation: the statement on page 5-16 regarding the impact of Alternate A on the Mondak townsite illustrates the importance of determining more precisely whether the property is eligible for the National Register and if so, under what criteria. Impacts of traffic, possible right-of-way widening, and surfacing can then be measured against what makes the property significant.

Stephen C. Kologi
August 12, 1981
Page 2

Thank you for the opportunity to comment. We will be glad to review the material generated by further site evaluation.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marcella Sherfy".

Marcella Sherfy
Deputy SHPO

MS/det



MONTANA HISTORICAL SOCIETY

HISTORIC PRESERVATION OFFICE

225 NORTH ROBERTS STREET • (406) 449-4584 • HELENA, MONTANA 59601

March 22, 1982

Mr. Stephen C. Kologi, P.E.
Chief, Preconstruction Bureau
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620

Dear Mr. Kologi:

Re: Mondak Townsite
Snowden Bridge

Thank you for providing this office with a copy of HRA's Mondak Townsite testing and evaluation report. As a product of historical and archaeological investigation, the report is consistent with the objectives set forth by the North Dakota State Highway Department and your agency. The consultant has done a very thorough job of recording the townsite by locating, mapping, and describing the physical remains present there. Additionally, the historical research clearly outlines the patterns of the region's growth, the unique circumstances surrounding the town's formation and the key personages figuring in the livelihood and lifespan of Mondak as an active community.

We concur with the boundary justification of the Mondak townsite (24RV102) as presented in the report. The townsite appears to qualify for listing in the National Register under criteria A and D.

Mondak owed its very existence to the ambition of a few entrepreneurial individuals who, in 1904, recognized an opportunity to capitalize upon the early success of the Prohibitionist Movement in North Dakota by providing desired goods and entertainment facilities just over the state line in Montana. The brief period of prosperity as well as the rapid demise of Mondak are associated with and representative of major regional historical patterns which contributed to the recurrent cycle of settlement, development and abandonment of numerous communities in the eastern part of the State. Established on the north side of the Missouri River along the Great Northern transcontinental railroad, Mondak very quickly developed into an important trade center and served as the embarkation point for homesteaders seeking claims in the area during the 1910's. A lively steamboat freighting business operated out of Mondak, transporting grain from points along the Missouri to the railhead. For fifteen years, Mondak flourished; the community took on a look of permanence as new businesses were

Stephen C. Kologi
March 22, 1982
Page 2

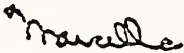
opened, schools, churches, and public utilities were established and additions to the townsite were platted. However, the aspirations of this young community were dashed as three major historical factors coincidentally undermined Mondak's economic base. Nationwide prohibition of 1919, homesteading failures of the early 1920's, and the introduction of the automobile caused the very rapid decline of Mondak as an important trade center. A fire in 1923 swept through the largely abandoned townsite, leaving intact only the few buildings standing today. The foundation and artifactual remains testify to the early prosperity of this short-lived community.

The testing carried out has demonstrated the site's potential to reveal information through study of structural and artifactual remains and the spatial relationship of structures/features when viewing the townsite layout as a whole. Though a good deal of looting has occurred from the time of the site's abandonment up to the present, its integrity has not been compromised to the extent of limiting its archaeological research value.

Finally, we consider the recommendations for possible mitigative measures to be very appropriate should highway improvement work occur in this area. Given the historical significance and colorful character of Mondak, at least some of the measures proposed should be undertaken regardless of project impact. We will, for example, refer the names of the chief informants used in HRA's study to the Historical Society's oral historian with the suggestion that they be contacted as part of an on-going oral history project which happens to be focusing on this same time period in our state's historical development.

The Snowden/Nohly Bridge adjacent to the townsite of Mondak will be included in the thematic nomination of Historic Bridges of Montana now in preparation. This bridge is of outstanding engineering significance, innovative in design and construction, and clearly eligible for inclusion in the National Register of Historic Places.

Sincerely,


Marcella Sherfy
Deputy SHPO

DLV/det



MONTANA HISTORICAL SOCIETY

HISTORIC PRESERVATION OFFICE

225 NORTH ROBERTS STREET • (406) 449-4584 • HELENA, MONTANA 59601

June 30, 1982

Mr. Stephen C. Kologi, P.E.
Chief, Preconstruction Bureau
Department of Highways
2701 Prospect Avenue
Helena, MT 59620

Dear Steve:

Re: TQS 469-1(1)2
Snowden Bridge

Thank you for forwarding us a copy of Burlington Northern's assurance that removal of vehicular traffic on the Snowden Bridge will not affect their use and maintenance of the structure. Based on that information, we concur that the project identified above will have no effect on the qualities that make the bridge eligible for listing in the National Register of Historic Places.

Thank you for your consideration of cultural resources throughout this project.

Sincerely,

Marcella Sherfy
Marcella Sherfy
Deputy SHPO

det



MONTANA HISTORICAL SOCIETY

HISTORIC PRESERVATION OFFICE

225 NORTH ROBERTS STREET • (406) 449-4584 • HELENA, MONTANA 59601

June 16, 1982

Mr. Stephen C. Kologi, P.E., Chief
Preconstruction Bureau
Department of Highway
2701 Prospect Avenue
Helena, MT 59620

Dear Steve:

Re: TQX 469-1(1)2
Snowden Bridge
Mondak Townsite

Based on the information that you provided about traffic patterns resulting from construction of a new bridge in the Alternate D location, I am glad to concur that the project will not effect the qualities that make the Mondak Townsite eligible for listing in the National Register of Historic Places.

I am also willing to make a conditional finding that the project will not affect the Register eligible qualities of the Snowden Bridge, pending your receipt from Burlington Northern officials of documentation that the removal of automobile traffic from the bridge will not influence their continued use and maintenance of the structure. As the agency responsible for change in the use of the bridge, your office, rather than ours, needs to secure that documentation from Burlington Northern.

Please call if you have questions. I will look forward to reviewing the response you get from Burlington Northern.

Sincerely,

Marcella Sherfy
Marcella Sherfy
Deputy SHPO

DLV/det

SOCIAL SERVICE BOARD OF NORTH DAKOTA



State Capitol, Bismarck, ND 58505
Phone: (701) 224-2310

COMMUNITY SERVICES
ECONOMIC ASSISTANCE
MEDICAL SERVICES
VOCATIONAL REHABILITATION
SERVICES

August 27, 1981

Mr. Ronald Blaufuss
Environmental Engineer
Programming & Surveys
ND State Highway Department
Capitol Grounds
Bismarck, ND 58505

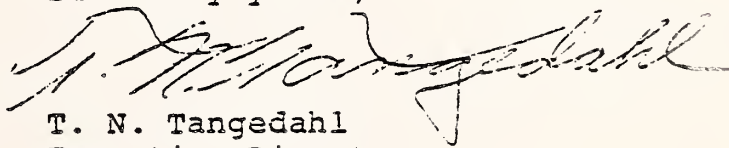
Re: PROJECT NO. SAP-7-058 ()007 - Mondak Bridge

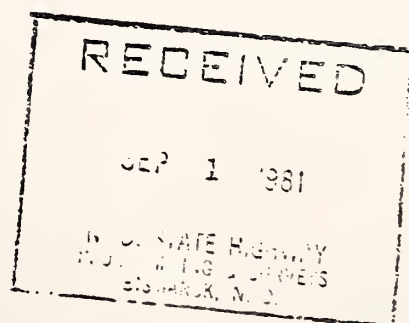
Dear Mr. Blaufuss:

Thank you for sending for review a copy of a Draft Environmental Impact Statement on the Mondak Bridge Project.

After reviewing this material, I am left with a positive impression that the proposed new highway crossing of the Missouri River would yield many long-lasting socio-economic benefits to the nation and especially to the people of the region. More specifically, in my opinion, good river crossings not only cut transportation costs, but also contribute to national defense.

Sincerely yours,


T. N. Tangedahl
Executive Director





U.S. Department of
Transportation

Office of the Secretary
of Transportation

Memorandum

Subject: Draft Environmental Impact/Section 4(f)
Statement, Mondak Bridge, North Dakota
FHWA-ND--EIS/4(f)-81-02-D

Date: SEP 29 1981

From: Martin Convisser, Director
Office of Environment and Safety

To: Chief, Environmental Programs Division
Federal Highway Administration, HEV-10

We appreciate the opportunity to review and comment on the
subject draft environmental impact/section 4(f) statement.
We have no specific comments to offer on the statement.



APPENDIX II

MAPS AND ILLUSTRATIONS

STATE OF NORTH DAKOTA

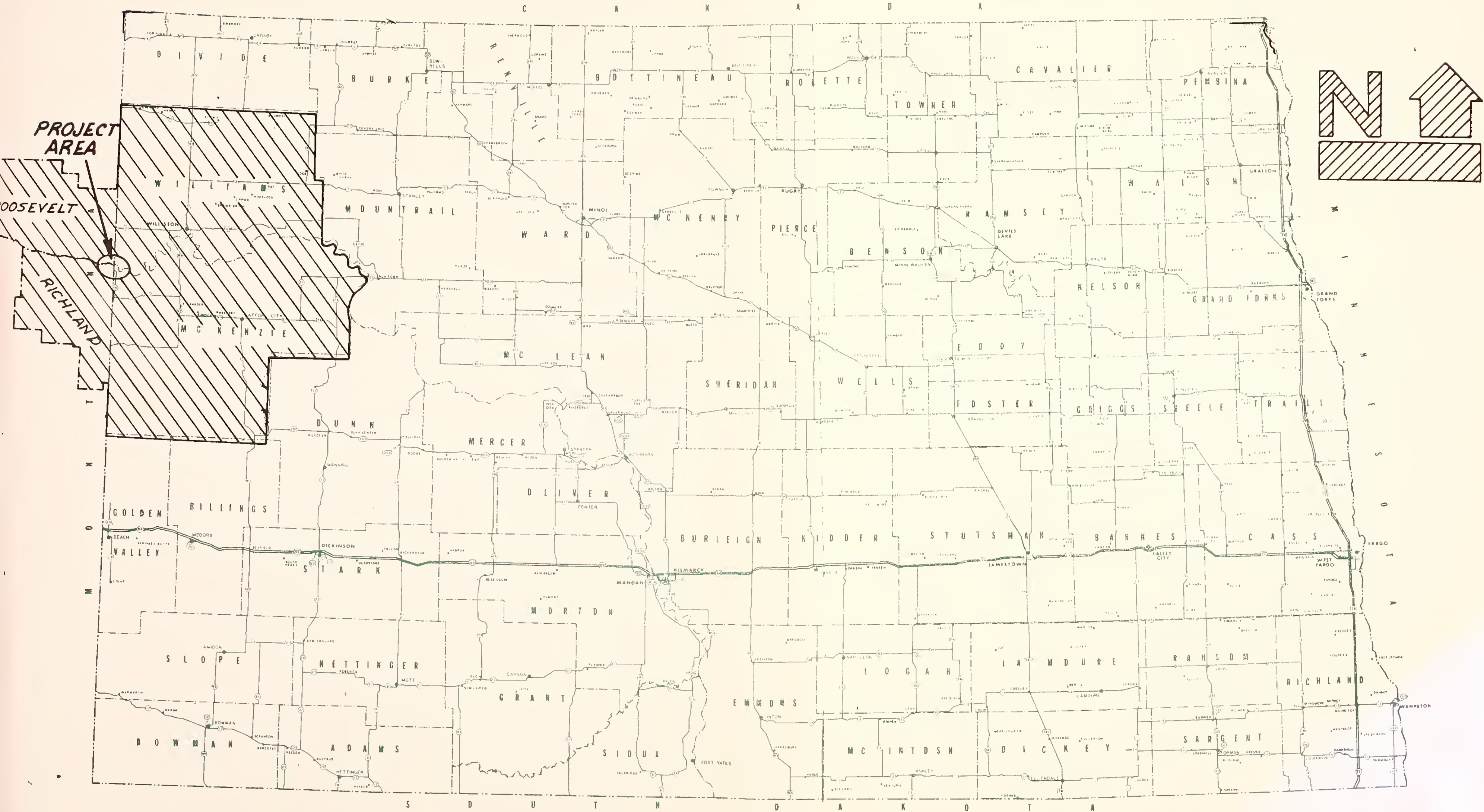


FIGURE 1

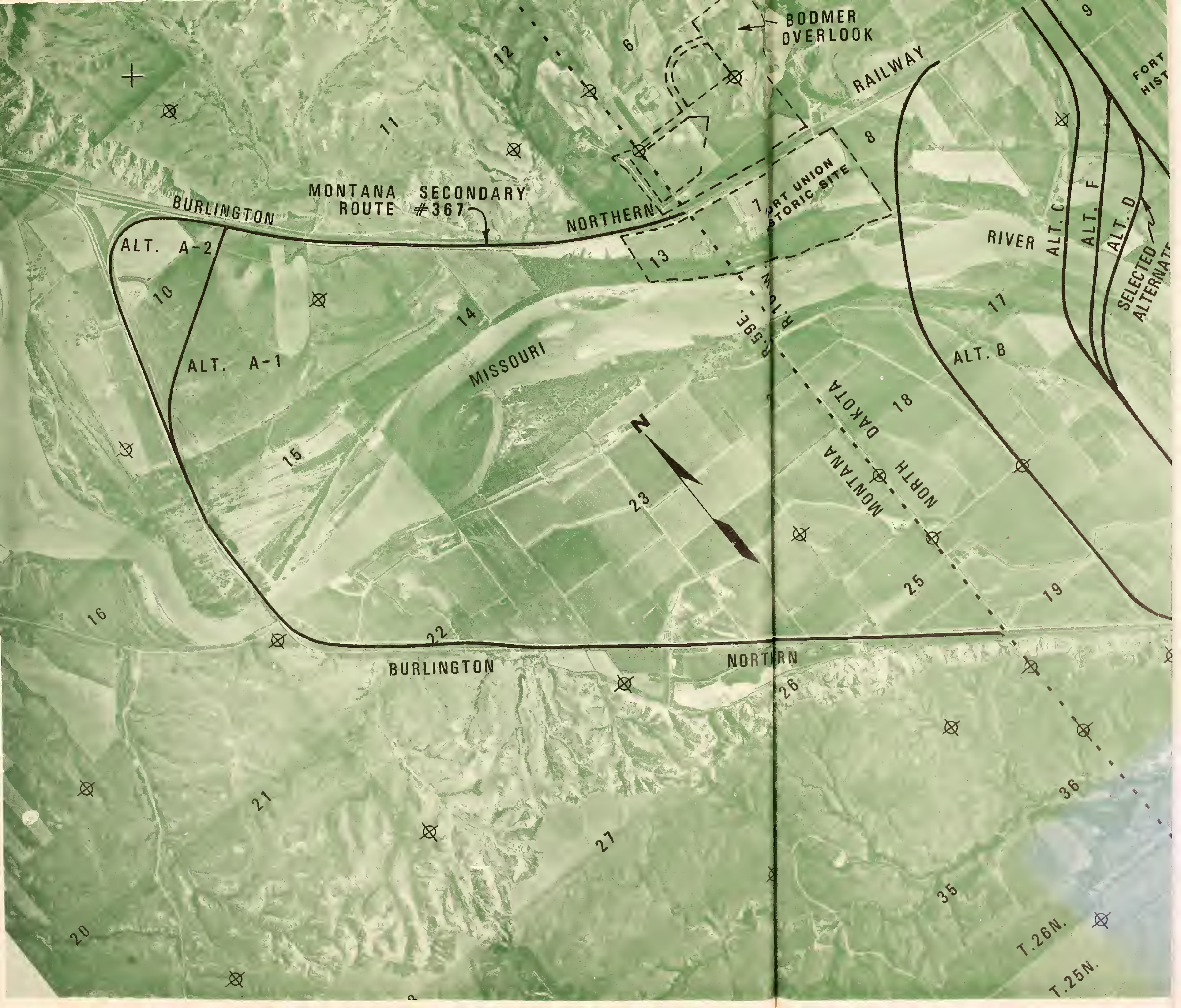
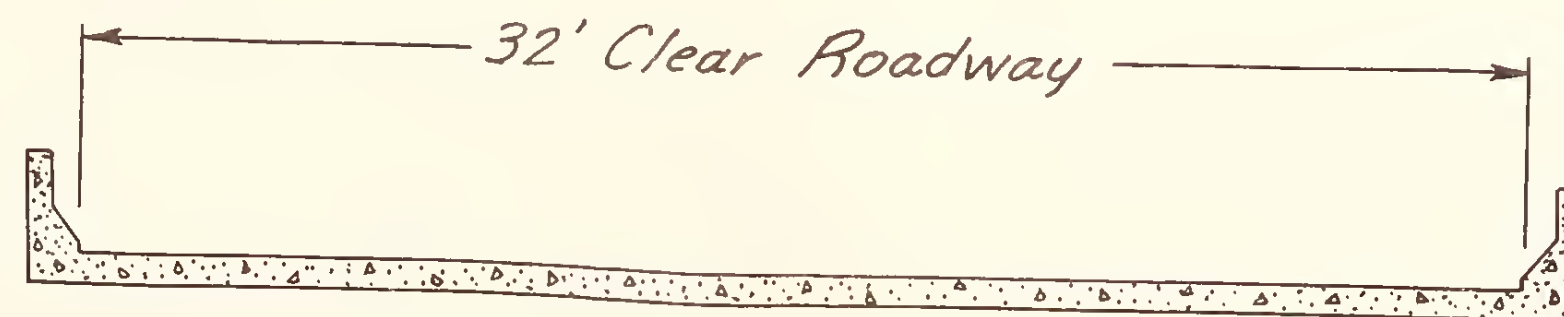
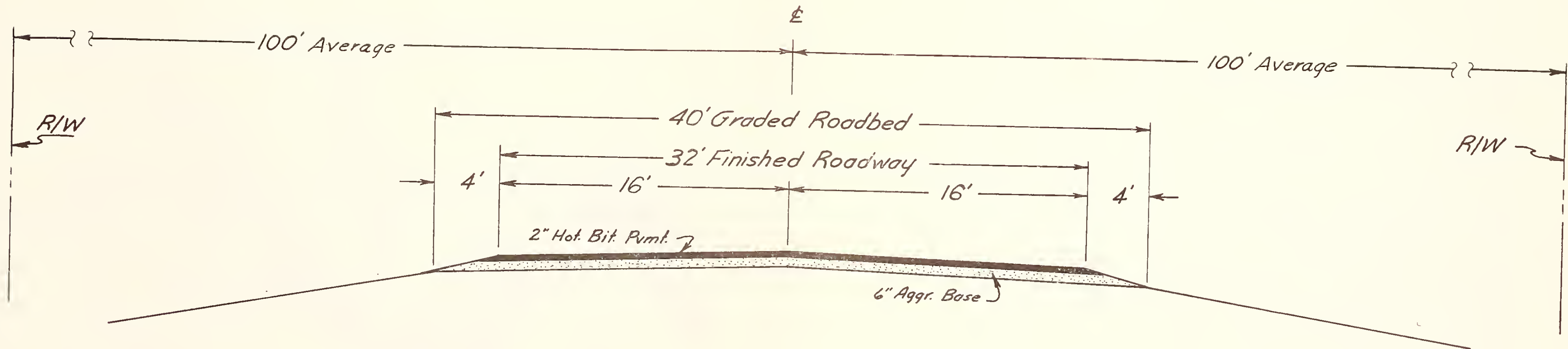




FIGURE 2

PROPOSED TYPICAL SECTION



Structure Deck Section

Hwy 58 River Crossing
Near Ft. Buford

FIGURE 3

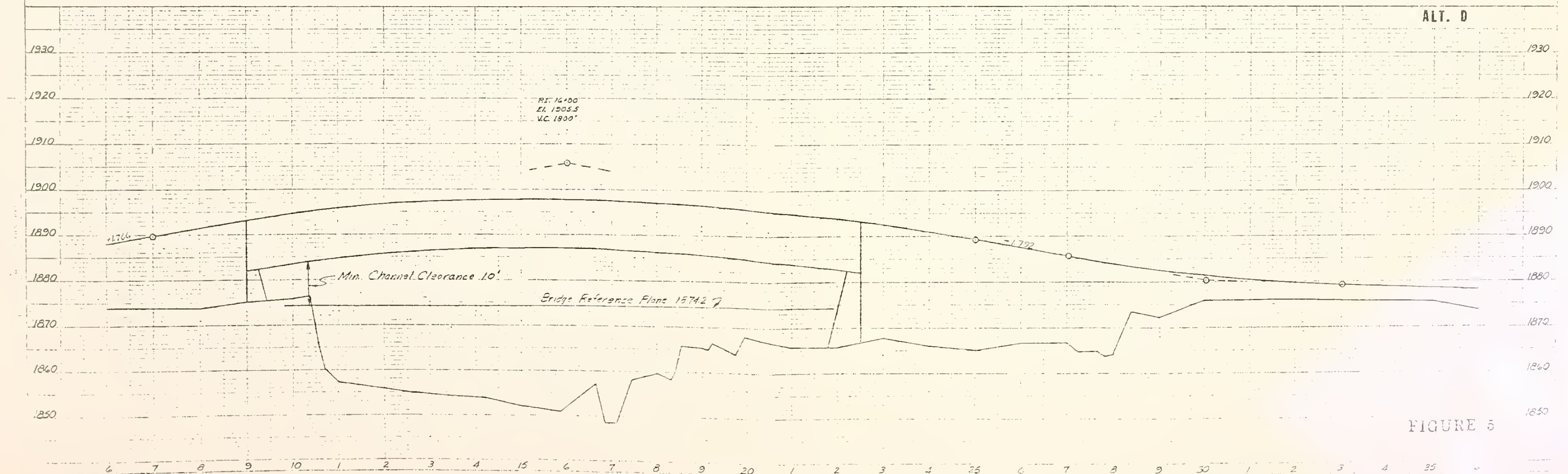
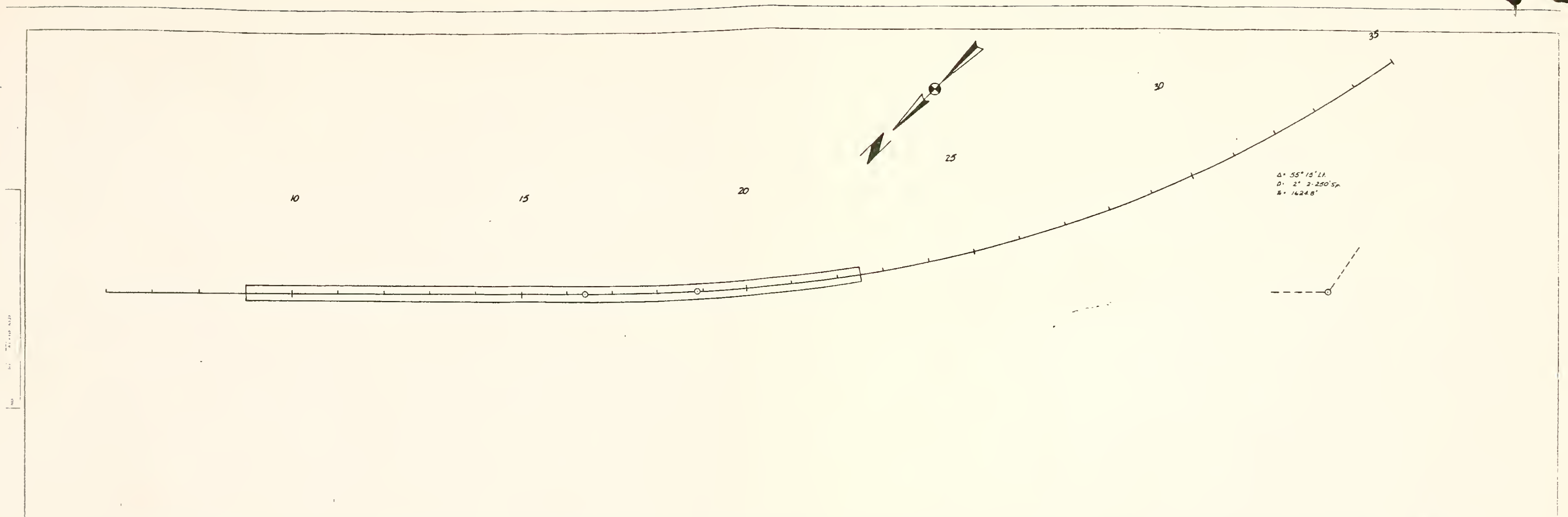


FIGURE 5

Williston - Sidney Area Map

Roadway Mileages



Figure 4

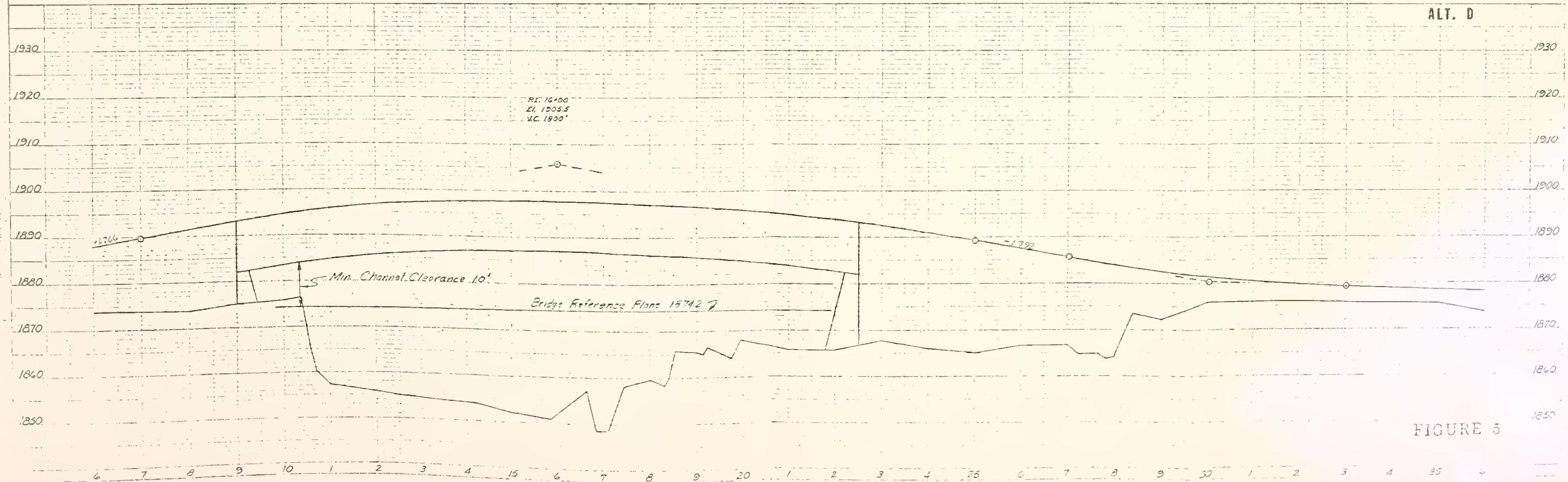
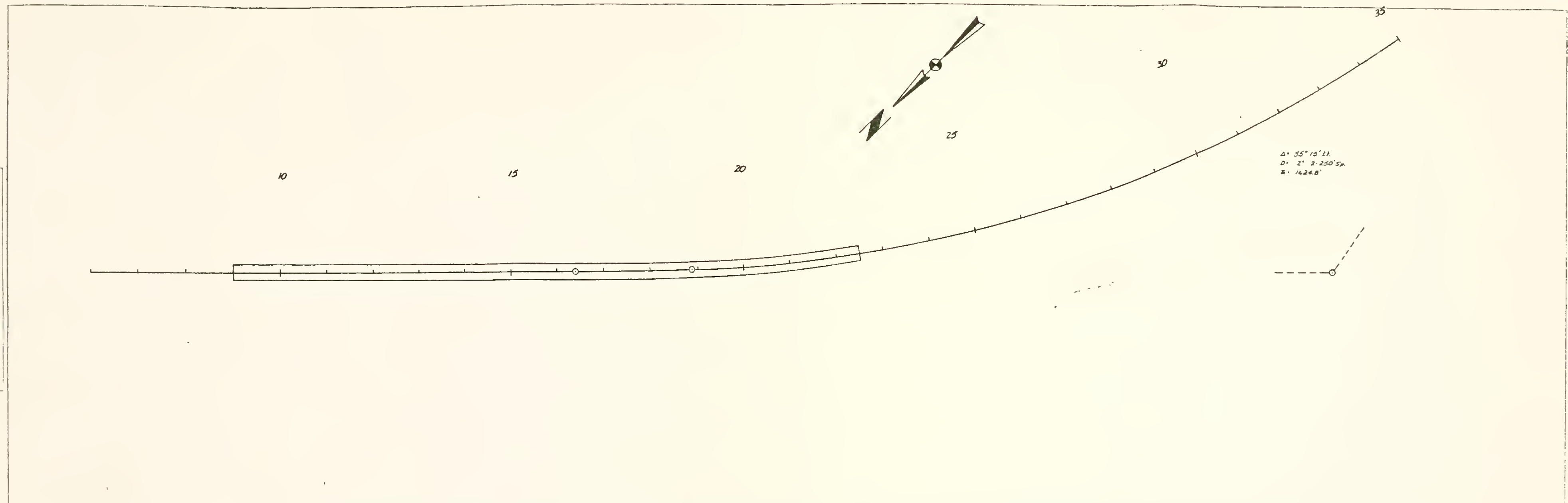
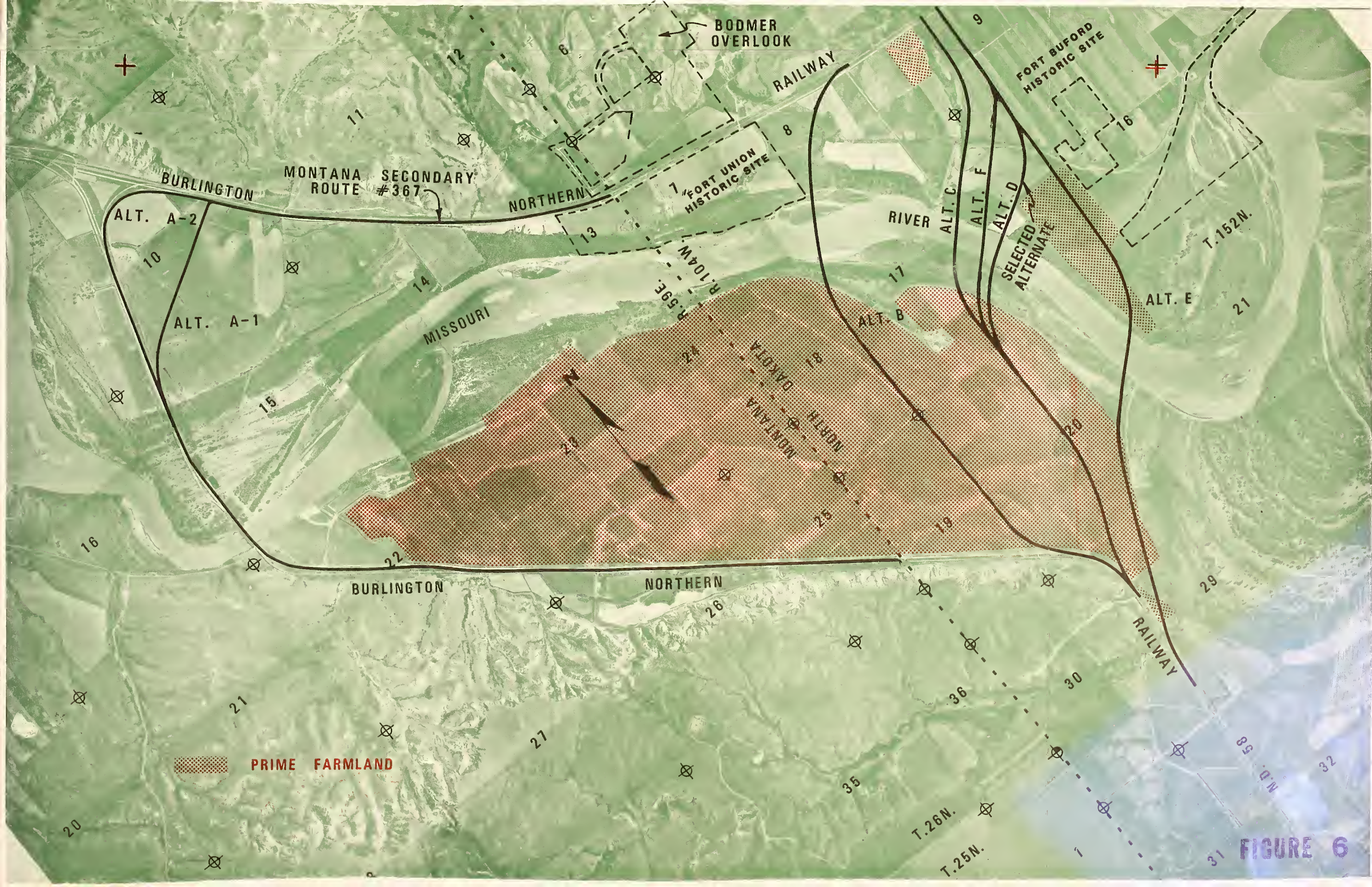


FIGURE 5





31 **FIGURE 6**



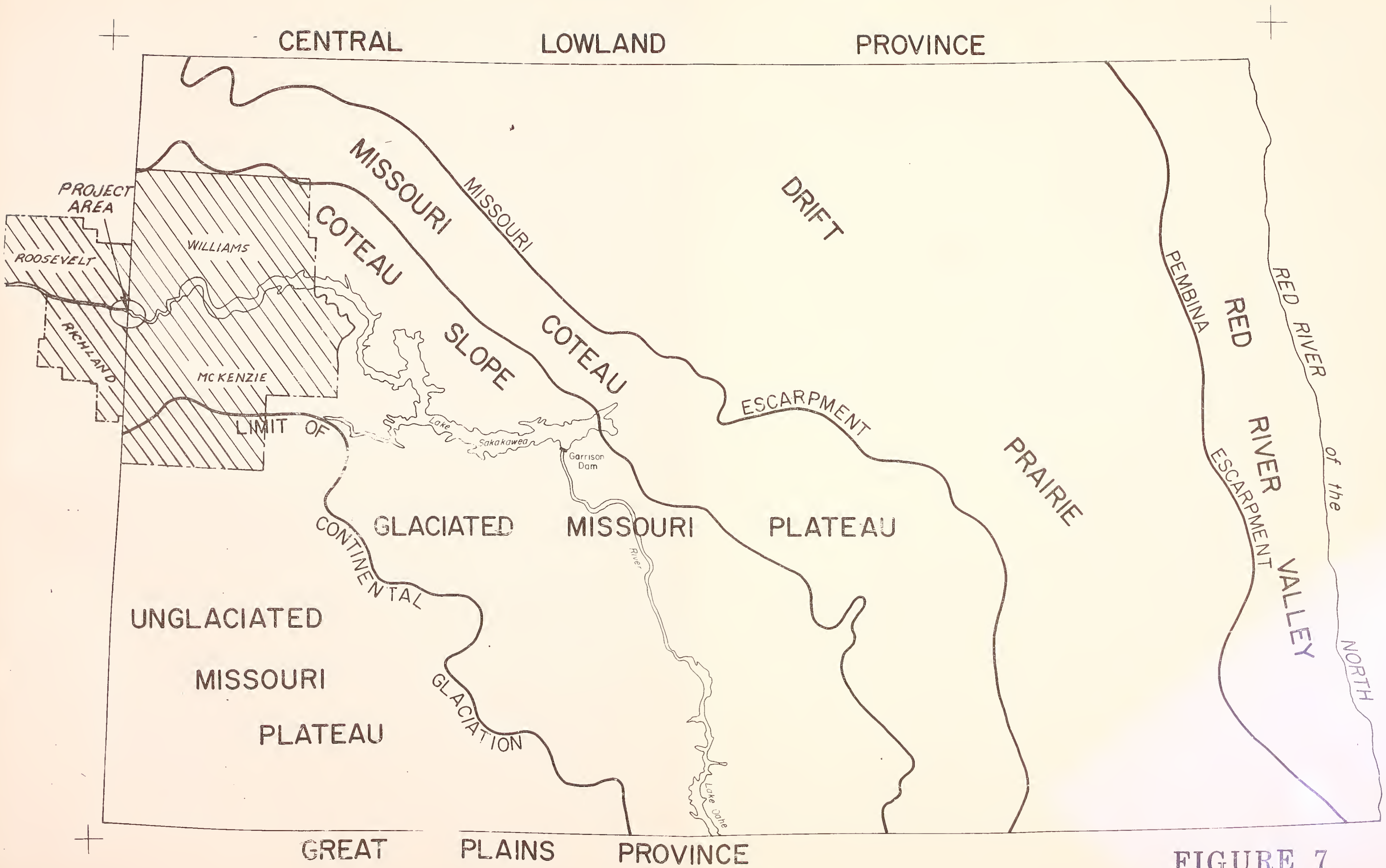


FIGURE 7



APPENDIX III

Memorandum of Agreement

Advisory Council on Historic Preservation

Advisory Council On Historic Preservation

1522 K Street, NW
Washington, DC 20005

MEMORANDUM OF AGREEMENT

WHEREAS, the Federal Highway Administration has determined that assisting construction of the Mondak Bridge in Williams and McKenzie Counties in North Dakota will have an effect upon properties included in or eligible for inclusion in the National Register of Historic Places and has requested the comments of the Advisory Council on Historic Preservation, pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. 470) and its implementing regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800),

NOW, THEREFORE, the Federal Highway Administration (The Agency), the North Dakota State Historic Preservation Officer, and the Advisory Council on Historic Preservation agree that the undertaking shall be implemented in accordance with the attached proposal signed by the Federal Highway Administration on September 30, 1982, in order to take into account the effect of the undertaking on historic properties.

Execution of this Memorandum of Agreement evidences that the Federal Highway Administration has afforded the Council a reasonable opportunity to comment on the Mondak Bridge project and its effects on historic properties and that the Federal Highway Administration has taken into account the effects of its undertaking on historic properties.

Robert Sawyer Nov. 2, 1982
Executive Director (date)
Advisory Council on Historic Preservation

Alexander Allrich 11/8/82
Chairman (date)
Advisory Council on Historic Preservation

Agency Proposal for Mondak Bridge, Missouri River
Near North Dakota-Montana State Line
Relating to Alternative "D"

The agency will insure that the following measures to mitigate adverse effects are carried out.

1. The texture and color of the structure will be selected such that it will have the least visual impact possible.
2. The structure will be designed with a lower gradeline than originally proposed to lessen the visibility of the structure.
3. The approach roadways will be designed as much as possible to blend into the existing landforms and therefore lessen its visual impacts.
4. The project will include several standard practices that will minimize the effect.
 - a. The contractor will be required to comply with the North Dakota State Highway Department's Standard Specifications and any Special Provisions that are considered necessary to adequately control erosion.
 - b. All disturbed areas will be seeded with native grasses.
 - c. Trees within the right of way will not be removed unless it is required for the construction of this project.
5. A right of way management program will be undertaken that is conducive to the establishment of native vegetation. This program applies only to the northerly bridge fill and is intended to lessen the visual impact of the structure and its approach fills.

Marvin Espeland
AGENCY

9-30-82
Date

James E. Henry
NORTH DAKOTA STATE HISTORIC
PRESERVATION OFFICER

9/29/82
Date

Lay Cook
NORTH DAKOTA STATE HIGHWAY
DEPARTMENT

9-27-82
Date

